

**MAG**  
**Park and Ride Study**  
**Site Evaluations**

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**Final Report**

**January 2001**

prepared for:

Maricopa Association of  
Governments  
Phoenix, Arizona

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## Introduction

This report evaluates the potential park and ride lot sites identified for each of the target areas selected as a result of the target area evaluation completed for this study. These specific sites were evaluated using the evaluation criteria developed for this study. The report is divided into two sections. The first section, Introduction, includes a description of the evaluation criteria, with additional detail specifying the rationale for the assignment of values (+, 0, -) for each of the criteria.

The second section, Target Area Evaluations, includes an evaluation summary for each of the target areas based on the evaluation of the individual sites within that area. For each target area, this section presents: (1) a brief discussion of the relative attractiveness of the sites within the target area; (2) a map of the target area showing the boundaries examined, major streets and freeways, and the location of the selected sites within the target area; and (3) a summary table comparing the sites in the target area in relation to the evaluation criteria. The area summary is followed by information for each specific site including: (1) an aerial photograph of the site, and (2) a table summarizing the evaluation of the site in relation to the criteria.

*It should be emphasized that additional information may become available that would change one or more of the ratings in this report as a result of additional environmental analysis, and input from local jurisdictions and/or the public. It is also possible that additional sites may be identified by local jurisdictions. The sites in this report should be viewed as a starting point in the site review process, rather than the concluding chapter.*

## Site-Specific Criteria

MAG, the RPTA and the members of the Park-and-Ride Lot Agency Forum participated in the development of the criteria used for the evaluation of potential sites. The criteria presented below incorporate the input from these entities. The ratings assigned for these criteria (+, 0, -) are based on the findings of the literature review conducted for this study, and on input received from the Forum. No priority or weighting has been established for individual criteria; the order of presentation below does not imply any priority among the criteria.

### Land Criteria

**Available Land/Capacity and Potential for Expansion** – Aerial photography, fieldwork and jurisdictional input was used to identify specific sites in the target area that met the size and dimension requirements for park-and-ride lots. Vacant and underdeveloped property, especially land in public ownership (e.g., ADOT remnant parcels), was rated higher for this criterion than private and/or developed parcels. Land capacity and potential for expansion indicates the estimated stall capacity of a site including space needed for transit lanes, bus stops, and environmental mitigation (e.g., detention ponds).

Evaluation:

- + Site has sufficient developable acreage and/or dimensions to meet current and projected demand for the target area.

- 0 Site has sufficient developable acreage and/or dimensions to meet current demand for the target area.
- Site does not have sufficient developable acreage and/or dimensions to meet current demand for the target area.

**Land Use Compatibility/Regulatory Issues** - The environs of a site were reviewed and assessed for compatibility with a park-and-ride lot. This criterion also included a review of zoning and comprehensive plan designations for the site and identification of any issues associated with the designations. Any special permitting needs (federal, state, and local) are noted here.

Evaluation:

- + Zoning and comprehensive plan designations are compatible with park-and-ride lot development. No special permitting is required.
- 0 Zoning and/or comprehensive plan designations may be compatible with park-and-ride lot development; special City or County Council approvals required. Special permitting may be required for federal, state or local agencies.
- Site is not compatible with zoning and/or comprehensive plan designations; rezone or change in comprehensive plan would be required. Special permitting may be needed and, in the view of the consultant team, may be difficult to receive due to specific site issues.

**Opportunities for Joint Use** – This criterion assessed joint use opportunities for each site. Joint development prospects were noted but not necessarily reflected in the rating for this criterion. Joint development opportunities were considered for this criterion if joint development opportunities were identified that were considered to be low risk, cost-effective, likely to proceed and a significant benefit to the potential park-and-ride facility.

Evaluation:

- + The site involves a joint-use opportunity with an existing or permitted development (under construction or with construction schedule to begin within 6 months).
- 0 The site does not involve a joint-use opportunity.
- The site would involve eliminating an existing use that could have been a joint use opportunity.
- \* Special designation to denote a joint development opportunity on the site.

## **Transit Criteria**

**Availability of Express Bus Service** – This criterion assesses the proximity of express bus service to the site (existing or proposed service). Availability of local bus service, in addition to the required express bus service, was counted as a benefit, where the local bus service provides (in effect) a guaranteed ride home for express bus and car and vanpool riders. Number of major destinations served directly (i.e. without the need to transfer, a “one-seat” ride) or by a single convenient connection also were considered, along with the availability of midday and evening service (direct or connections), and the span and frequency of service.

Evaluation:

- + Two or more major regional destinations would be served by express bus service from this site. Minimum span of service of three hours per peak period proposed for at least one of the express bus routes. Minimum frequencies of 30 minutes proposed for at least one of the express bus routes.
- 0 One regional destination would be served by express bus service from the site. Minimum span of service of two hours per peak period proposed for the route. Minimum frequencies of 30 minutes proposed for the route.
- One regional destination would be served by express bus service from the site with a span of service of less than two hours per peak period and/or frequencies of greater than every 30 minutes.

Note: Failure to provide express bus service from the site to a regional destination would eliminate the site from further consideration.

- \* Special designation to denote that local transit service linking the site to a regional destination would be provided midday and early evening to/from the site.

## Design Criteria

**Visibility of Lot from the Road** (Marketing and Security) – This criterion includes an assessment of how visible the lot would be from the nearest arterial and freeway. This measurement will help to assess the attractiveness of the location from a marketing standpoint, as well as safety in terms of personal safety and vehicle security.

Evaluation:

- + The site is clearly visible from an adjacent arterial.
- 0 The site, due to topographic constraints, may not be fully visible from an adjacent arterial but has some degree of visibility. The site may be visible from an adjacent freeway.
- The site is not be visible from an adjacent arterial or freeway.

**Security** – This criterion involves an assessment of security of the site for personal safety and for vehicle security.

Evaluation:

- + The site is highly visible from an adjacent business, providing for all day activity and informal surveillance.
- 0 The site has some degree of visibility from an adjacent arterial or poses minimal security risks for persons and/or vehicles.
- The site is not visible from an adjacent arterial or business; it may pose personal and/or vehicular security problems in the professional judgment of the consultant team.

**Vehicular Access** – This criterion involves an assessment of the ease of access to and from the site for motorized traffic, including personal vehicles and public transit.

Evaluation:

- + Site has good access to adjacent or nearby arterials and/or freeways. Site can be readily designed to allow for some degree of separation between buses and automobiles.

- 0 Site provides some challenges in terms of ease of access to adjacent or nearby arterials and/or freeways. It may prove difficult to provide separation between buses and other vehicles on site.
- It would be very difficult to provide bus and/or vehicular access to and from the site. It may prove difficult to provide separation between buses and other vehicles on site.

**Non-Motorized Access** – This criterion provides for assessment of the ease of access to and from the site for bicycle and pedestrian users.

Evaluation:

- + Sidewalks and bicycle lanes link the site to adjacent neighborhoods.
- 0 Sidewalks or bicycle lanes link the site to adjacent neighborhoods.
- Neither sidewalks nor bicycle lanes link the site to adjacent neighborhoods.

**Potential Design Constraints** – This criterion provides for assessment of the ease and cost of design, based on factors such as site dimensions, topographic considerations, and other relevant factors as determined in the course of the project.

Evaluation:

- + The consultant team has noted no major design constraints.
- 0 Some major design constraints have been noted that would negatively impact cost of site development but would not prohibit development of the site.
- Major design constraints have been noted that would make development of the site difficult and costly.

**Environmental Considerations** – This criterion provides for an assessment of potential major environmental issues (fatal flaw analysis) related to the site, including transportation, air quality hot spots, sensitive noise receptors, and/or water quality. Potential environmental issues have been noted. Title VI and environmental justice issues were considered.

Evaluation:

- + No major environmental issues identified by the consultant team; and no special federal environmentally-related processes would be required.
- 0 One or more major environmental issues were identified by the consultant team; and/or a special federal processes is likely to be required before final site approval. The consultant team believes that the issues and processes can be resolved successfully.
- One or more major environmental issues were identified by the consultant team; and/or special federal processes will likely be required before final site approval. The consultant team believes that these issues and/or processes may be problematic in terms of successful resolution.

Note: Air quality hot spot analyses are anticipated for all sites

## Location Criteria

**Freeway Proximity** – This criterion provides for an assessment of the distance between the site and the nearest freeway interchange.



Evaluation:

- + Site is located within ¼ mile of nearest freeway on-ramp.
- 0 Site is located ¼ to 1 mile from the nearest freeway on-ramp.
- Site is located more than 1 mile from the nearest freeway on-ramp.

**Location Relative to Congestion on Freeway** – This criterion provides for an assessment of potential sites in relation to freeway congestion; e.g., whether the site is located prior to, in the midst of, or beyond the point of freeway congestion. Higher ratings were assigned for locations “upstream” from congestion points, where express bus and car or van pool car participants would benefit the most from the new park and ride facility. Areas “downstream” of congestion were ranked lowest for this criterion.

Evaluation:

- + Site is located upstream of existing or projected freeway congestion between site and regional destination(s).
- 0 Site is located within the area of existing or projected freeway congestion; but would still benefit from existing or proposed HOV facilities.
- Site is located downstream of existing or projected freeway congestion and would not benefit from existing or proposed HOV facilities.

**Access to HOV Lanes and Ramps** – This criterion provided for an assessment of the availability of HOV lanes between the freeway interchange nearest to the site and major regional destinations. This criterion also includes assessment of the availability of HOV ramps at or near the proposed park-and-ride site. Consideration was given to the expectation that all freeways will have HOV facilities in the long term.

Evaluation:

- + HOV facilities, including direct access ramps or other HOV improvements between the site and nearby freeway, currently exist or are programmed for implementation.
- 0 HOV facilities are available or programmed on nearby freeways, which could be used by express bus routes serving the site.
- HOV facilities are not available or programmed on nearby freeways that could be used by express bus routes serving the site.

## **Cost**

**Cost** – This criterion includes an assessment of the costs for development of the site, including: estimated land costs, leasing costs, development cost, operating and maintenance cost and any other significant costs. Required displacements and resultant relocation costs (consistent with FTA NEPA guidelines) also were considered under this criterion. To support the “Jurisdictional Support” criteria, costs to be incurred by the local jurisdiction were estimated for the purposes of establishing budgets. Cost estimates included site acquisition and development costs, and as appropriate, costs associated with joint use or joint development.

Evaluation:

- + The total capital cost per stall is within 25% of least expensive site in target area.

- 0 The total capital cost per stall is 26-50% higher than the least expensive site in the target area.
- The total capital cost per stall is over 50% higher than the least expensive site in the target area.

*Note: Costs included in this report are planning-level estimates only. Upon completion of any necessary environmental review (NEPA process as appropriate) and conceptual design work, refined development costs would need to be prepared and a full property appraisal undertaken.*

**Cost Effectiveness** – This criterion is calculated by dividing the cost estimate developed for the previous criterion by the demand estimated for the site to produce a measure of cost-effectiveness.

Evaluation:

- + Cost effectiveness falls within the lowest third of all sites analyzed.
- 0 Cost effectiveness falls within middle third of all sites analyzed.
- Cost effectiveness falls within highest third of all sites analyzed.

## General Criteria

**Jurisdictional Support** – This is a “fatal flaw” criterion; local jurisdictions must indicate their willingness to operate and maintain park-and-ride lot(s) identified for their jurisdiction, and to pay local costs required to develop, operate and maintain the lot. Costs that will be incurred by local jurisdictions include operating and maintenance costs, matching capital costs, and, as appropriate and agreed, costs associated with joint use or joint development. Local jurisdictions must officially indicate their acceptance of these terms prior to final programming of a park and ride lot for their jurisdiction.

For programming purposes for the MAG Transportation Improvement Program, local jurisdictions also must take steps as identified in the course of this project to program and/or otherwise set aside the requisite capital budget for the park and ride lots. For purposes of this criterion, local jurisdiction means the municipal agency alone or as part of a multi-party sponsorship that includes the local jurisdiction. *In this Draft Report affected jurisdictions have been identified for each site, but have not yet indicated official support for individual sites. Until the appropriate jurisdiction(s) indicate support, a rating of “0” has been indicated for this criterion.*

Evaluation:

For near-term lots:

- + Jurisdiction has funds currently programmed or available for the local match for the site.
- 0 Jurisdiction has expressed interest in a site but does not currently have funds available or programmed for the site. Jurisdiction will strive to achieve such funding support prior to the programming task of the study in the fall of 2000.
- Jurisdiction has indicated that it is not supportive of the site and is unlikely to provide local match for site development and maintenance and operations.

For long-term lots:

- + Jurisdiction has expressed interest in a site and will strive to achieve local funding for capital match and maintenance and operations prior to site development or land banking.
- 0 Not used.
- Jurisdiction has indicated that it is not supportive of the site and is unlikely to provide local match for land banking, site development, or maintenance and operations.

**Community Issues** – This criterion provides for an assessment of the level of community concern related to the specific site. Potential community concerns have been summarized, where they are known for individual sites. Information was based on consultant team knowledge of the neighborhood, input from the affected jurisdictions, and any comments received from the public regarding individual sites.

Evaluation:

- + Input from the community, consultant team and/or local jurisdiction indicates that no community opposition is expected for this site.
- 0 Input from the community, consultant team and/or local jurisdiction indicates that some opposition may occur from the surrounding community. The community concerns likely can be resolved successfully.
- Input from the community, consultant team and/or local jurisdiction indicates that significant opposition can be expected from the adjacent communities, and it may be difficult to resolve these issues successfully.

**Demand** – This criterion provides for an assessment of the projected demand at the site in terms of the number of stalls required at the site based on travel model projections. Any adjustments to the model demand estimates that were required to produce reasonable input for this criterion were done using commonly accepted modeling procedures.

Evaluation:

- + Demand forecasts indicate that this site has the highest demand among the sites evaluated in this target area (or is within 15% of the highest demand).
- 0 Demand forecasts indicate that demand at this site is within 60-84% of the demand for the site with the highest demand in this target area. .
- Demand forecasts indicate that demand at this site is less than 60% of the demand at the site with the highest demand in the target area.

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# TARGET AREA EVALUATIONS

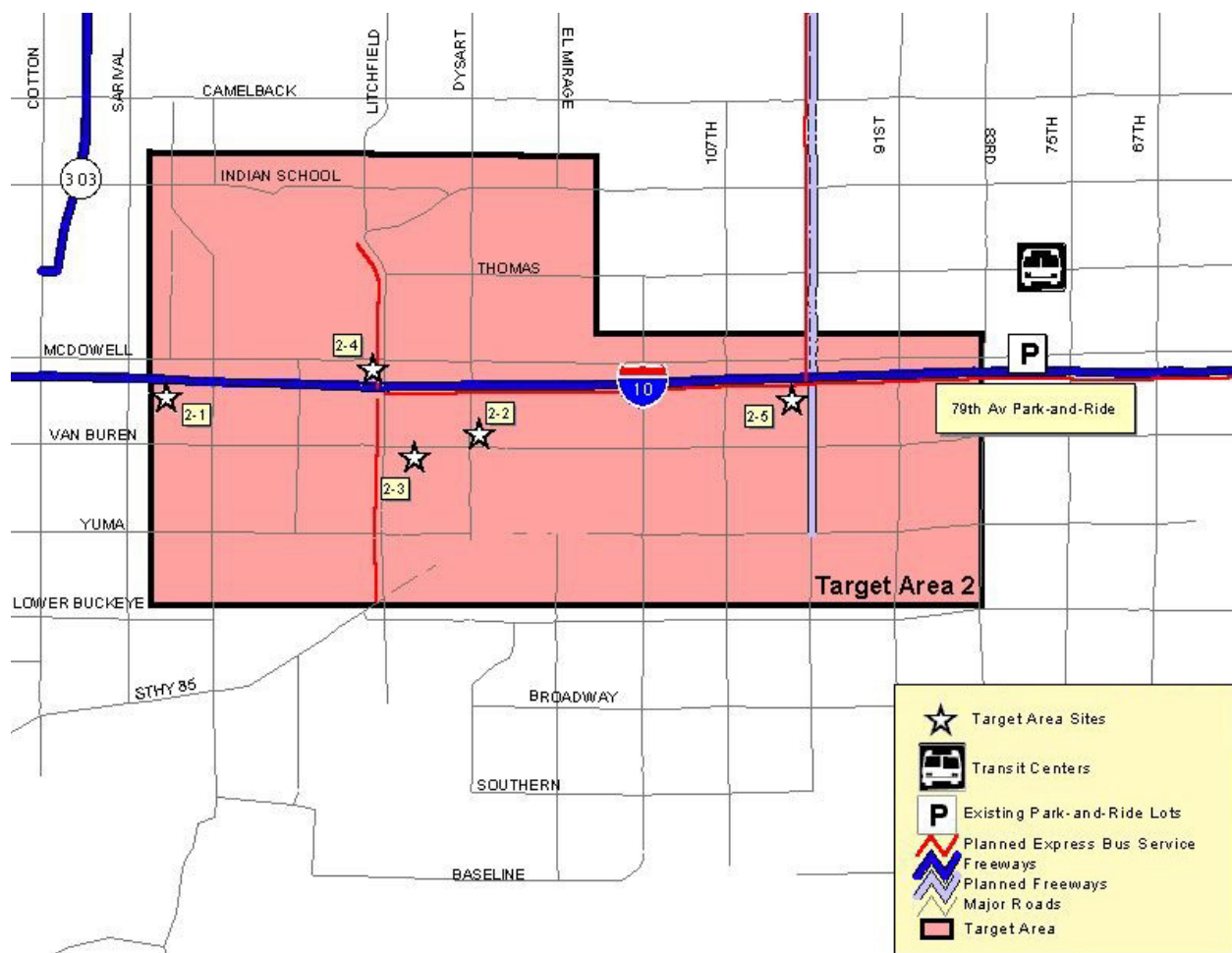
This chapter contains evaluations for all sites and target areas. Material is presented for each Target Area, organized by numerical order. Each section includes a description of the target area, including: (1) a map showing each of the sites considered within the target area, (2) a summary table comparing the characteristics of each of the sites evaluated in the target area; and (3) an aerial photo and evaluations for each site within the target area in relation to the criteria described in the preceding section.

## Target Area 2 (I-10 near Litchfield Road)

In preparing initial recommendations concerning the sites in this target area, the consultant team reviewed all of the above criteria. Based on the results of the literature review (Task 2), emphasis was placed on the following factors, which are indicative of successful lots: visibility, access and demand. The team also gave considerable emphasis on available land/expansion room, and cost. The evaluation of the five sites in this target area resulted in the following rankings:

Sites 2.2, 2.3 and 2.4 are the highest ranked sites in this target area. They have sufficient size to meet current demand and room for expansion. There is relatively high demand, good visibility and access at these sites; and they have average development costs for this area. Site 2.4 has been recommended for budgeting and programming purposes.

Sites 2.1 and 2.5 are the next highest ranked sites. The key issue at these sites is related to relatively low demand. Site 2.1, at the western edge of the target area, would draw exclusively from target area 1, while 2.5 is likely to serve many of the same users as the existing 79<sup>th</sup> Avenue park-and-ride lot.



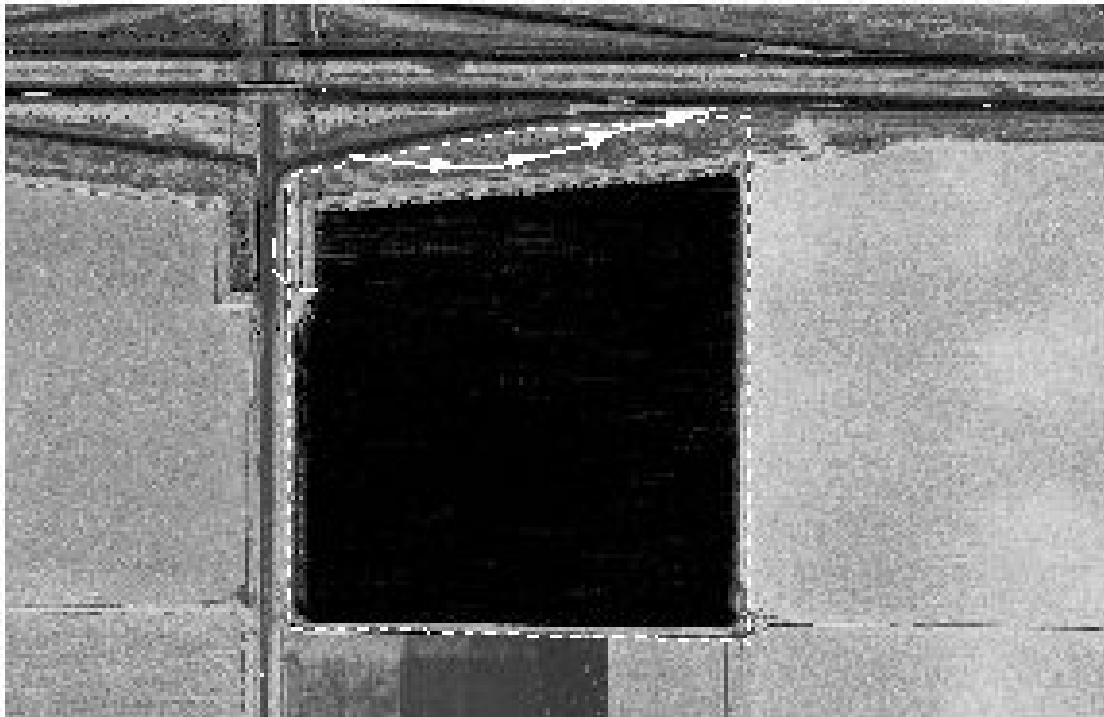
**Figure 1: Target Area 2: I-10 near Litchfield Road - Map**

**Table 1: Target Area 2 – I-10 Near Litchfield Road - Evaluation Summary**

Criteria	Site 2.1 Estrella Pkwy.	Site 2.2 Agua Fria River Br.	Site 2.3 Central & Van Buren	Site 2.4 Litchfield Rd. & I-10	Site 2.5 99 <sup>th</sup> Ave. & I-10
Available Land/Capacity and Potential for Expansion	+	+	0	+	+
Land Use Compatibility/Regulatory Issues	0	+	+	+	+
Opportunities for Joint Use -	0	0	0	0	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	+	+	0	+
Security	+	+	+	0	+
Vehicular Access	0	+	+	0	0
Non-motorized Access	-	-	-	-	-
Potential Design Constraints	+	+	+	0	+
Environmental Considerations	+	0	+	0	+
Freeway Proximity	+	0	0	+	+
Location Relative to Congestion	+	+	+	+	0
Access to HOV Lanes and Ramps	-	-	-	-	-
Cost	+	0	0	0	0
Cost-effectiveness	+	0	0	0	0
Jurisdictional Support	0	0	0	+	0
Community Issues	+	+	+	+	+
Demand	-	0	+	+	-
Ranking	3	1	1	1	3

# Estrella Parkway & I-10

Site 2.1



**Figure 2: Site 2.1 – Estrella Parkway – SE Corner of Estrella Parkway/I-10**



**Table 2: Site 2.1 (Estrella Parkway - SE Corner of Estrella Parkway/ I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 33.05 Acres. Potential for expansion to surrounding agricultural land.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Goodyear; zoned (AU) Agricultural Urban. Previous farming activity with canal/irrigation ditch runs north/south along west side of site.	0
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Extension of route 561 to downtown Phoenix, 3 hours AM and PM, 10 minute frequency	0
<b>Visibility of Lot from Road</b> – Site clearly visible from Estrella Parkway	+
<b>Security</b> – Site clearly visible from Estrella Parkway	+
<b>Vehicular Access</b> – Access for cars and buses would be at the east bound on ramp to I 10. Additional access to Estrella parkway would be required for cars and buses traveling west, north, or south	0
<b>Non-motorized Access</b> – No paved sidewalk on site and no existing bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> –Adjacent to I-10 Freeway	+
<b>Location Relative to Congestion</b> – Site is beyond congestion area on I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes presently scheduled for this section of I-10	-
<b>Cost</b> – \$3,523,000 capital cost for 250 stall lot on 8 acres	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – County, Goodyear, Avondale, Tolleson.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Lowest demand serving only Target Area 1	-

# Agua Fria River Bridge



**Figure 3: Site 2.2 – Agua Fria River Bridge – NE Corner of Eleseo-Felix/Van Buren**

**Table 3: Site 2.2 (Agua Fria River Bridge – NE Corner of Eleseo-Felix/Van Buren)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 22.80 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Avondale; zoned (A-1) General Industrial. Site is across from new ADOT MVD facility and adjacent to Agua Fria River to the east.	+
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Route 561 would originate at lot, travel west on Van Buren to Litchfield Road and north to I-10 to downtown phoenix, 3 hours AM and PM, on 10 minute frequency	0
<b>Visibility of Lot from Road</b> – Site clearly visible from Estrella Parkway	+
<b>Security</b> – The site is visible from the new ADOT MVD Facility	+
<b>Vehicular Access</b> – Access for vehicles and buses would be Dysart or 115 <sup>th</sup> Ave. south to Van Buren to reach the site.	+
<b>Non-motorized Access</b> – No paved sidewalk on site and no existing bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> –Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted; however, area is likely within the 100-year floodplain of the Agua Fria River.	0
<b>Freeway Proximity</b> –I-10 within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond congestion area of I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes presently scheduled for this section of I-10.	-
<b>Cost</b> – \$3,873,000 capital cost for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – County, Good year, Avondale, Tolleson.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand	0

# Central & Van Buren

Site 2.3



**Figure 4: Site 2.3 – Commercial – SE Corner of Central/Van Buren**

**Table 4: Site 2.3 (Commercial – SE Corner of Central/Van Buren)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 12.39 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Avondale; zoned (C-2) Community Commercial. The site is between Budget Car Rentals and Mountain View Apartments. South side of Van Buren with walls on either side.	+
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Route 561 would originate at lot, travel west on Van Buren to Litchfield Road, and north to I-10 to downtown Phoenix, 3 hours AM and PM, 10 minute frequency	0
<b>Visibility of Lot from Road</b> – Site clearly visible from Estrella Parkway	+
<b>Security</b> – Site is visible from Budget Car Rentals and Mt. View Apartments.	+
<b>Vehicular Access</b> – Access to the site from I-10 would be at Litchfield or Dysart Rd. south to Van Buren	+
<b>Non-motorized Access</b> – No paved sidewalk on site and no existing bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for minority, Hispanic and Female Head of Household groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I -10 within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area of I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes programmed for this section of I-10.	-
<b>Cost</b> – \$3,893,000 capital cost for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – County, Goodyear, Avondale, Tolleson.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand	+

# Litchfield Road & I-10

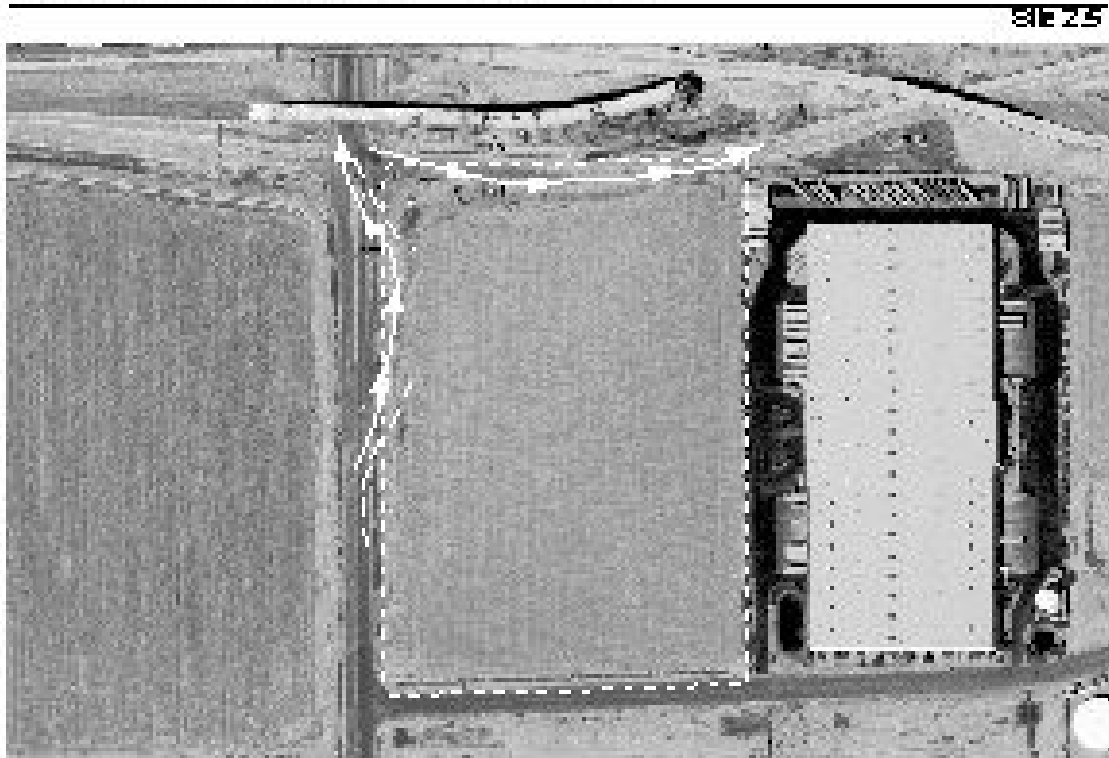


**Figure 5: Site 2.4 – Detention Basin – NW Corner of Litchfield Road/I-10**

**Table 5: Site 2.4 (Detention Basin – NW Corner of Litchfield Road/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.57 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Goodyear; zoned (PAD) Planned Area. The site is behind commercial developments (Wendy's/Mobil). Two adjacent canals to the west, railroad line; site is located within a detention basin.	+
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Route 560 express service from Litchfield Road (north) to downtown Phoenix, 3 hours AM and PM, 10 minute frequency, Route 561 express service from Litchfield Road (south) to downtown Phoenix, 3 hours AM and PM, 10 minute frequency	0
<b>Visibility of Lot from Road</b> – Site not clearly visible from main roadway.	0
<b>Security</b> – Site is not clearly visible, security issues.	0
<b>Vehicular Access</b> – Bus would use west bound on ramp to access the site. Vehicles would be required to enter and exit the site from a separate entrance north of I-10, south of the Wigwam outlet stores.	0
<b>Non-motorized Access</b> – No existing non-motorized access near the site.	-
<b>Potential Design Constraints</b> – Underground storage may be required to build this park and ride on this site since this site is presently a detention basin. Or relocate the detention basin.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing canals and basin qualify as Corps of Engineers Jurisdictional Waters, and capping/disturbing these entities (and any special aquatic sites – wetlands) will require an Individual – Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – I-10 west bound on ramp adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes presently programmed for this section of I-10	-
<b>Cost</b> – \$4,013,000 capital cost for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – County, Goodyear, Avondale, Tolleson.	+
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# 99th Avenue & I-10



**Figure 6: Site 2.5 – Interstate Flyover – SW Corner of 99<sup>th</sup> Avenue/I-10**



**Table 6: Site 2.5 (Interstate Flyover – SW Corner of 99<sup>th</sup> Avenue/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 15.86 Acres. Potential for expansion into adjacent farmland.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Tolleson; zoned (C-2) General Commercial. The site is adjacent to existing farmland. East of site is exists light industrial.	+
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Route 560 express service from Litchfield Road (north) to downtown Phoenix, Route 561 express service from Litchfield Road (south) to downtown Phoenix, both 3 hours AM and PM at 10 minute frequency	0
<b>Visibility of Lot from Road</b> – Site clearly visible from main road.	+
<b>Security</b> – Site clearly visible from main road.	+
<b>Vehicular Access</b> – Eastbound buses would use the 99 <sup>th</sup> Ave off ramp for access. Westbound buses and vehicles would access the site from a separate entrance south of I-10	0
<b>Non-motorized Access</b> – No existing non-motorized access near the site.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I-10 adjacent to the site. Loop 101 (Aqua Fria) within 1/4 mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-10	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes programmed for this section of I-10 or the Loop 101.	-
<b>Cost</b> – \$4,223,000 capital cost for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – County, Goodyear, Avondale, Tolleson.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Cannot be distinguished with existing 79 <sup>th</sup> Avenue lot	-

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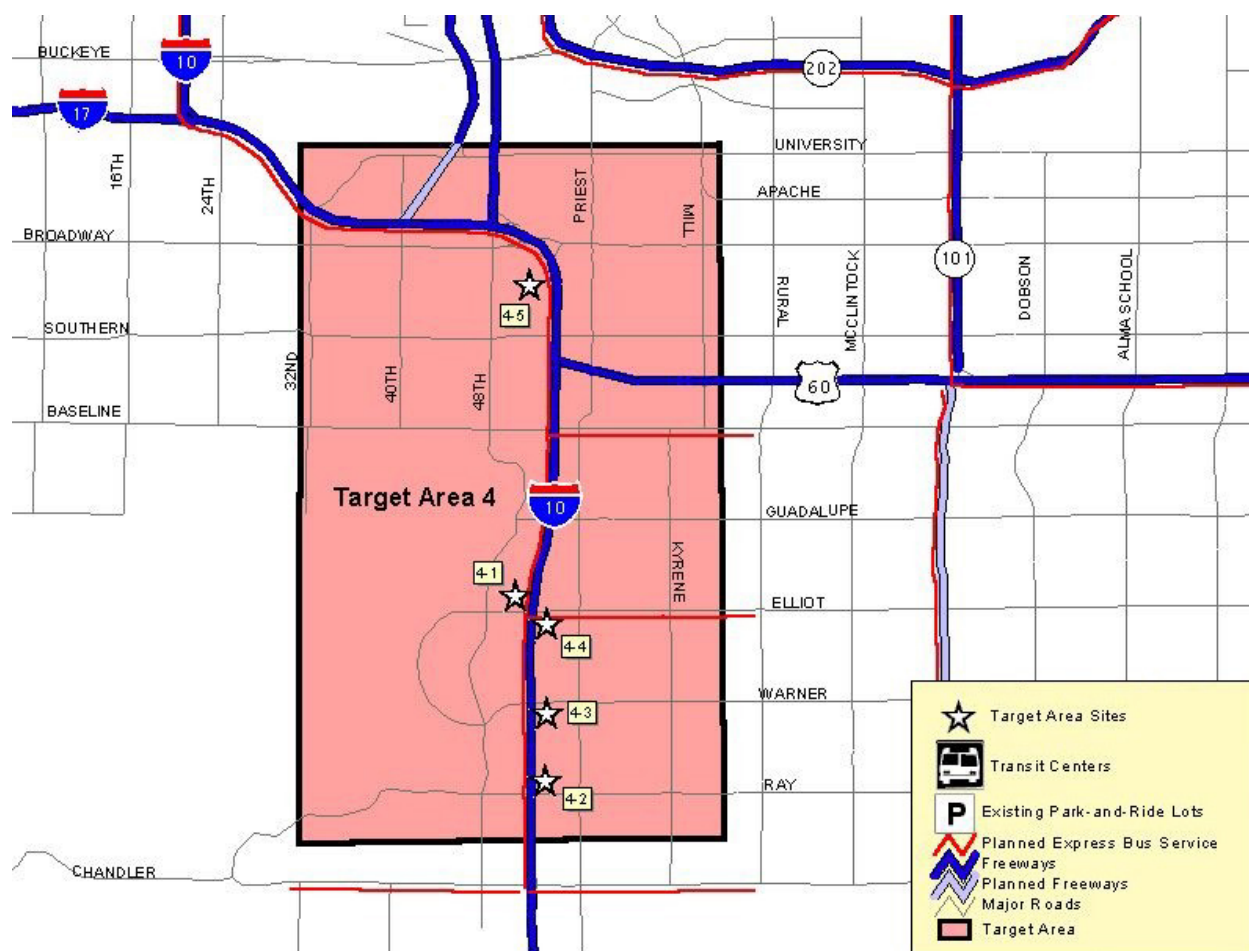
## **Target Area 4 (I-10 near Elliott Road)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 4.1, 4.3 and 4.4 are the highest ranked sites in this target area. They have sufficient size for expansion, high demand, and good visibility. Development costs in this area are at or below average for the region. Site 4.3 is recommended for budgeting and programming purposes.

Site 4.2 is the next highest ranked site since it has many of the same characteristics as the above sites. However, it has high initial site acquisition costs and somewhat lower demand. In many respects, however, this is an ideal site and could be developed to serve both target areas 4 and 5.

Site 4.5 is the next highest ranked site. While there are joint use opportunities with nearby Diablo Stadium, the inability to use the stadium parking during spring training (weekday day games during March) is a serious drawback. Access and demand are other major drawbacks.



**Figure 7: Target Area 4: I-10 near Elliott Road - Map**

**Table 7: Target Area 4 – I-10 near Elliott Road - Evaluation Summary**

Criteria	Site 4.1 La Puente Curve	Site 4.2 Auto Nation	Site 4.3 Agave Center	Site 4.4 Autoplex	Site 4.5 Diablo Stadium
Available Land/Capacity and Potential for Expansion	0	+	+	+	-
Land Use Compatibility/Regulatory Issues	+	+	+	+	+
Opportunities for Joint Use -	0	+	0	0	+
Availability of Express Bus Service	0*	0	0*	0*	0
Visibility of Lot from Road	-	-	+	+	-
Security	+	0	+	+	+
Vehicular Access	+	+	+	+	0
Non-motorized Access	-	-	+	-	-
Potential Design Constraints	+	0	+	+	+
Environmental Considerations	0	+	+	0	0
Freeway Proximity	+	+	0	+	0
Location Relative to Congestion	0	+	+	0	-
Access to HOV Lanes and Ramps	+	+	+	+	0
Cost	+	-	+	0	+
Cost-effectiveness	0	+	0	+	+
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	+	0	+	+	-
Ranking	1	2	1	1	3

# Elliott & I-10



**Figure 8: Site 4.1 – La Puente Curve – NW Corner of Elliott/I-10**

**Table 8: Site 4.1 (La Puente Curve – NW Corner of Elliott/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 7.86 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (IND PK. - Industrial Park). The site is north of Quality Inn and adjacent to commercial building.	+
<b>Opportunities for Joint Use</b> – No joint use potential	0
<b>Availability of Express Bus Service</b> – Route 521 express service to downtown Phoenix would be main route service lot (4 hrs AM and PM, 30 minute frequency). Given proximity of site to freeway, Route 522 and 550 could also serve lot (4 hours AM and PM, 20 min. frequency, 4 hours AM and PM, 30 min. frequency respectively. Local service via Route 56 to Downtown Tempe)	0*
<b>Visibility of Lot from Road</b> – Site not clearly visible from main road.	-
<b>Security</b> – Site is visible from adjacent commercial buildings.	+
<b>Vehicular Access</b> – Buses southbound could access the site directly for the Elliot Rd. off ramp. Cars and north bound buses would use 51 <sup>st</sup> St. north of Elliot to access the site	+
<b>Non-motorized Access</b> – No existing non-motorized access near the site.	-
<b>Potential Design Constraints</b> – No potential design constraints at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing drainage and special aquatic site (wetland) on site likely qualifies as Corps of Engineers Jurisdictional Water and potentially requiring an Individual – Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – Site adjacent to I-10	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-10	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes presently in place on I-10. Access to HOV lanes via present on/off ramps to I-10 at Elliot Rd.	+
<b>Cost</b> – \$4,873,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Tempe, Chandler	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Ray Road & Orchid Lane



**Figure 9: Site 4.2 – Auto Nation – NE Corner of Ray Road/I-10**



**Table 9: Site 4.2 (Auto Nation – NE Corner of Ray Road/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 17.01 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe; (I-1) Light Industrial. The site is a built facility, to include striped parking, landscape, shade structures, and lighting.	+
<b>Opportunities for Joint Use</b> – Joint use potential with Elliott Car Dealership (weekends).	+
<b>Availability of Express Bus Service</b> – Route 521 express service to downtown Phoenix would be main route serving lot (4 hours AM and PM, 30 min. frequency). Given proximity of site to freeway, Route 522 and Route 550 could also serve lot (4 hours AM and PM, 20 min and 30 min frequency respectively)	0
<b>Visibility of Lot from Road</b> – Site not clearly visible from main road.	-
<b>Security</b> – Site is visible from I-10.	0
<b>Vehicular Access</b> – Bus access for could use north bound on ramp to I-10. Vehicle access would use present entrance to Auto Nation lot	+
<b>Non-motorized Access</b> – No existing non-motorized access near the site.	-
<b>Potential Design Constraints</b> – Widening of entrance to Auto nation required for bus access.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I-10 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of I-10	+
<b>Access to HOV Lanes and Ramps</b> – HOV lanes present on this section of I-10. Access to HOV lanes would be through the normal on and of ramps at Ray Road and I-10.	+
<b>Cost</b> – \$8,408,000 capital cost for 250 stall lot on 8 acres	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix, Tempe, Chandler	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Toward edge of draw area; somewhat less than 4.1 and 4.4	0

# Warner Road & I-10



**Figure 10: Site 4.3 – Agave Center – SE Corner of Warner Road/I-10**

**Table 10: Site 4.3 (Agave Center – SE Corner of Warner Road/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.27 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe (I-2) General Industrial. The site has an irrigation canal running along the north side, and an office building is being built to the south.	+
<b>Opportunities for Joint Use</b> – No joint use potential.	0
<b>Availability of Express Bus Service</b> – Route 521 express service to downtown Phoenix main route serving lot (4 hours AM and PM, 30 min frequency). Given proximity of site to freeway Route 522 and 550 could also serve lot (4 hours AM and PM, 20 min. and 30 min. frequency, respectively), local service via route 56 to downtown Tempe	0*
<b>Visibility of Lot from Road</b> – Site clearly visible from main road.	+
<b>Security</b> – Site clearly visible from main road.	+
<b>Vehicular Access</b> – Vehicle and bus access via Warner Road.	+
<b>Non-motorized Access</b> – Existing sidewalks along south side.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I-10 within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area of I-10	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes via on ramps to I-10 at Warner Road.	+
<b>Cost</b> – \$4,193,000 capital cost for 250 stall lot on 8 acres	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Chandler, Tempe.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand	+

## Elliott & I-10



**Figure 11: Site 4.4 – Autoplex – SE Corner of Elliott Road/I-10**

**Table 11: Site 4.4 (Autoplex – SE Corner of Elliott Road/I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.67 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe (C-2) General Commercial. The site is adjacent to a Cadillac dealership.	+
<b>Opportunities for Joint Use</b> – No joint use potential.	0
<b>Availability of Express Bus Service</b> – Route 521 express service to downtown Phoenix main route serving lot (4 hours AM and PM, 30 min. frequency). Given proximity of lot to freeway, Route 522 and 550 could also serve lot (4 hours AM and PM, 20 min and 30 min frequency respectively), local service via route 56 to downtown Tempe	0*
<b>Visibility of lot from Road</b> – Site clearly visible from main road.	+
<b>Security</b> – Site clearly visible from main road and Cadillac dealership.	+
<b>Vehicular Access</b> – Access to the site would be from I-10 and Elliot off ramps to Autoplex Drive south to site. No direct access from the I-10 available due to the fence surrounding the Autoplex. Presently a signal light exists at Elliot and I-10.	+
<b>Non-motorized access</b> – No non-motorized access near site.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing detention area and subsequent special aquatic site (wetland) on site potentially qualify as Corps of Engineers Jurisdictional Waters which require an Individual – Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – Site adjacent to I-10	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-10	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes access through normal on ramps to I -10 at Elliot	+
<b>Cost</b> – \$5,593,000 capital cost for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix, Chandler, Tempe	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Alameda & Fair

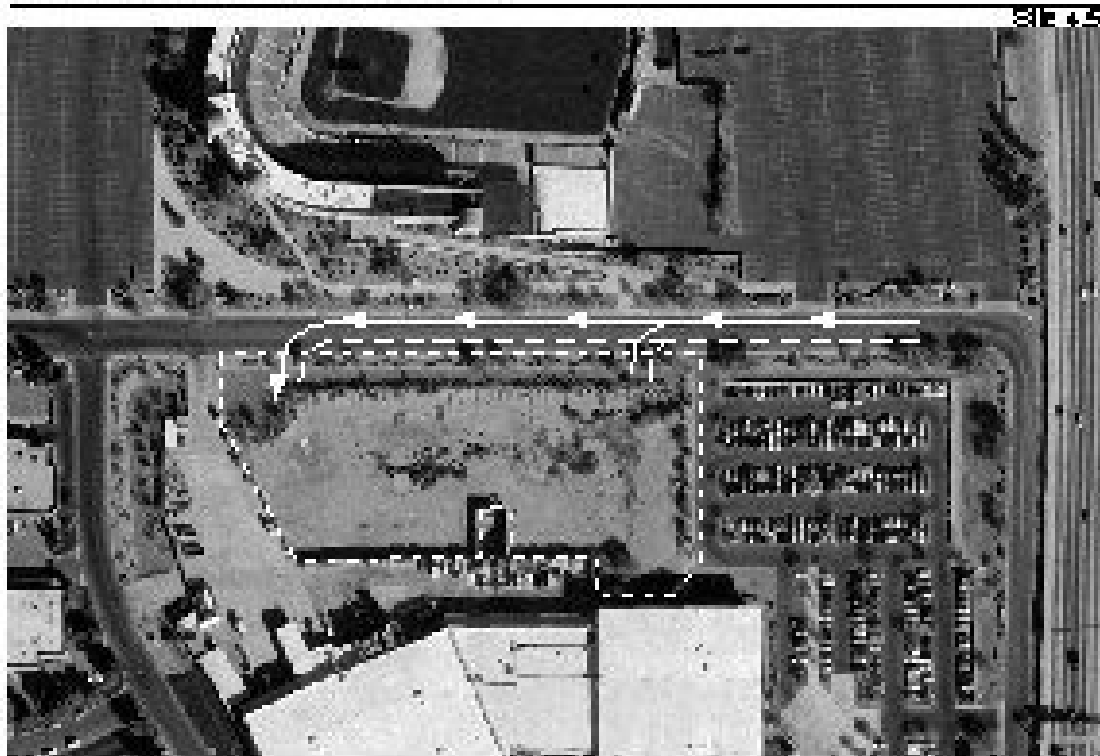


Figure 12: Site 4.5 – Diablo Stadium – SE Corner of Alameda/Fair Street

**Table 12: Site 4.5 (Diablo Stadium – SE Corner of Alameda/Fair Street)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 3.51 Acres. No potential for expansion.	-
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe (I-2) General Industrial. Commercial/light industrial surrounding and south of Diablo Stadium.	+
<b>Opportunities for Joint Use</b> – Joint use potential with Diablo Stadium, which could provide additional capacity except during Spring Training (March)	+
<b>Availability of Express Bus Service</b> – Route 520 express service to downtown Phoenix (4 hours AM and PM, 20 min frequency). This route, serving Arizona Mills Mall, would be routed west on Baseline, north on 48 <sup>th</sup> to the site, north to Broadway, then east to I-10 and resume express route to downtown Phoenix. Deviation of other routes to serve lot would be extraordinarily time consuming and not recommended.	0
<b>Visibility of Lot from Road</b> – Site not clearly visible from main road.	-
<b>Security</b> – Site is visible from surrounding commercial/light industrial buildings.	+
<b>Vehicular Access</b> – Bus and vehicle access would use 48 <sup>th</sup> St. exit to Alameda to access the site. No direct access to the freeway available.	0
<b>Non-motorized Access</b> – No non-motorized access near site.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Adjacent stadium/complex (to north) may raise Section 4(f) concerns. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site within 1/2 mile of access to I-10	0
<b>Location Relative to Congestion</b> – Location some distance from freeway; further north than other sites with less benefit from HOV facilities	-
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes south bound would use University on ramp to I-10. Access to HOV lanes north/west bound would use 48 <sup>th</sup> Street on ramp to I-10. No direct access to HOV lanes presently exists.	0
<b>Cost</b> – \$3,448,000 capital cost for 215 stall lot.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix, Chandler, Tempe	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Out of way, difficult to capture much of the demand	-

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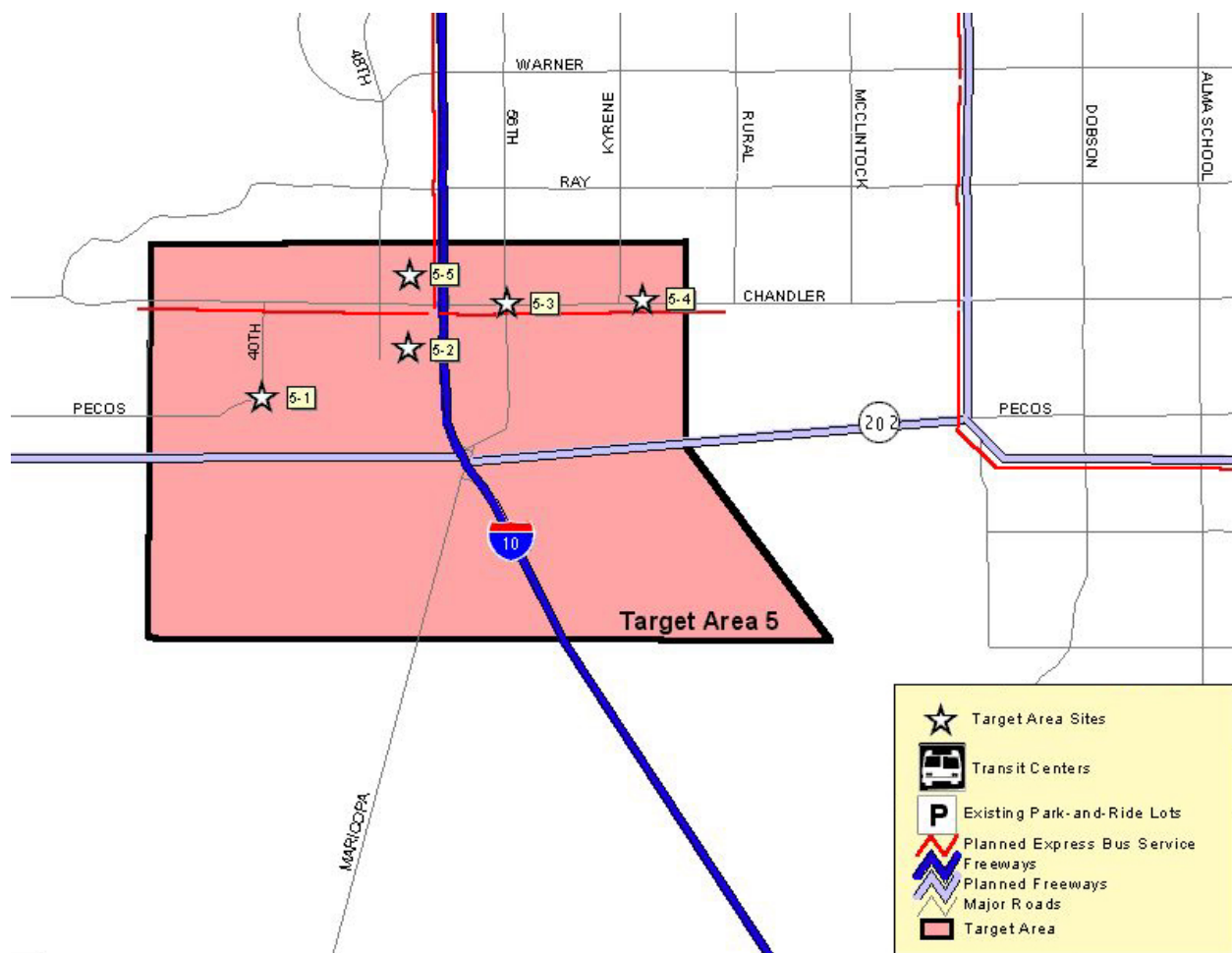
## **Target Area 5 (I-10 near Chandler Boulevard)**

reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 5.2 and 5.5 are the highest ranked sites in this target area – sufficient size for expansion, high demand, access. Visibility (both sites) and land use compatibility (site 5.2) issues would need to be addressed. Land and development costs, while rated – due to the much lower cost of site 5.1, are consistent with costs of 4 of the 5 sites and with average development cost in this area. Site 5.5 is recommended for budgeting and programming purposes.

Site 5.3 is the next highest ranked site with many of the same characteristics as the above sites, but with no room for future expansion. Site 5.4 is the next highest ranked site. The major issue is the distance to the freeway, which limits demand from the west and ease of access to and from the freeway.

Site 5.1 is the next highest ranked site with low demand and marginal lot size.

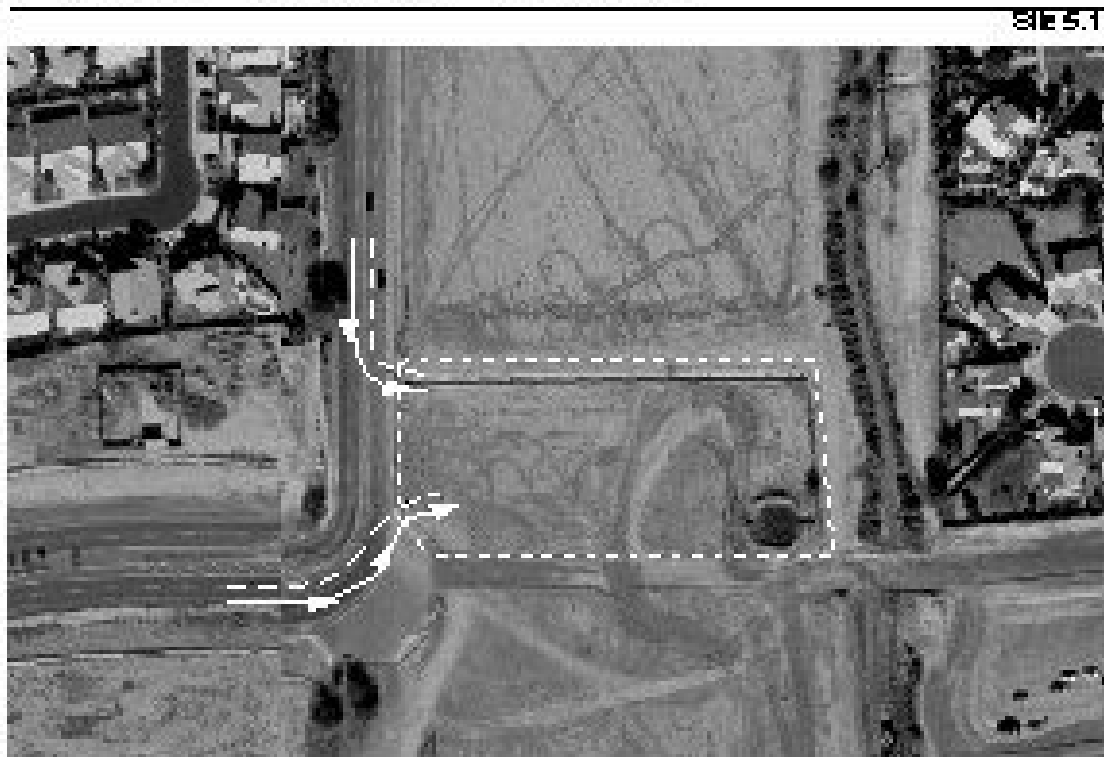


**Figure 13: Target Area 5: I-10 near Chandler Boulevard - Map**

**Table 13. Target Area 5 – I-10 near Chandler Boulevard –Evaluation Summary**

<b>Criteria</b>	<b>Site 5.1 40<sup>th</sup> Street &amp; Pecos</b>	<b>Site 5.2 48<sup>th</sup> St. and Chandler Blvd.</b>	<b>Site 5.3 56<sup>th</sup> St. &amp; Chandler Blvd.</b>	<b>Site 5.4 Chandler Blvd. @Kyrene Village</b>	<b>Site 5.5 50<sup>th</sup> St. N. of Chandler Rd.</b>
Available Land/Capacity and Potential for Expansion	-	+	0	+	0
Land Use Compatibility/Regulatory Issues	+	-	+	+	0
Opportunities for Joint Use	0	0	0	+	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	0	+	+	-
Security	+	-	+	+	+
Vehicular Access	0	0	0	+	+
Non-motorized Access	-	0	+	+	-
Potential Design Constraints	+	+	0	+	+
Environmental Considerations	+	0	0	+	0
Freeway Proximity	+	+	0	-	+
Location Relative to Congestion	+	+	+	0	+
Access to HOV Lanes and Ramps	+	+	+	0	0
Cost	+	-	-	-	-
Cost-effectiveness	+	0	0	+	0
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	-	+	+	0	+
Ranking	3	1	2	3	1

# Pecos & 40th Street



**Figure 14: Site 5.1 – NE Corner of 40<sup>th</sup> Street and Pecos – Santan Freeway**

**Table 14: Site 5.1 (NE Corner of 40<sup>th</sup> Street and Pecos – Santan Freeway)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 2.03 Acres. No potential for expansion.	-
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (IND PK.) Industrial Park. Site location is adjacent to the future Pecos Road Parkway.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site.	0
Availability of Express Bus Service – Route 550 would originate at lot or deviate from regular route to serve lot; then travel north to Chandler Blvd., east to I-10 and express to downtown Phoenix (4 hours AM and PM, 30 min frequency)	0
<b>Visibility of Lot From Road</b> – Lot is clearly visible from Pecos Rd. and is level with adjacent roadways. Route would travel north on 40 <sup>th</sup> Street to Chandler Blvd., then east to I-10 on-ramp.	+
<b>Security</b> – Site is visible from surrounding residential areas.	+
<b>Vehicular Access</b> – Possible future access to Santan Freeway via Pecos Rd., access to I-10 presently available at Chandler Boulevard. Bus only access from Santan Freeway westbound.	0
<b>Non-motorized Access</b> – No designated bicycle lanes in vicinity. Sidewalks for pedestrian access need to be installed up to the site. These sidewalks will be installed as properties around the site are developed. 40 <sup>th</sup> St. and Pecos can be used for bike access.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Access to I-10 presently available at Chandler Boulevard. Future access may be available to Santan Freeway at 48 <sup>th</sup> Street.	+
<b>Location Relative to Congestion</b> – The site is located upstream of congestion on I-10.	+
<b>Access to HOV Lanes and Ramps</b> – HOV ramps presently located on I-10 end at Elliot Rd. HOV lanes south of Elliott programmed for 2005. No direct access to these HOV lanes from this site.	+
<b>Cost</b> – \$1,709,000 capital cost for 215-stall lot.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix, Tempe, Chandler.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand, at edge of draw area, relatively poor access; more detailed local analysis may be necessary to determine appropriate lot sizing/demand	-

# 48th Street & Chandler Road

Site 5.2



Figure 15: Site 5.2 – SW Corner of 48<sup>th</sup> Street and Chandler Blvd., Adjacent to I-10

**Table 15: Site 5.2 (SW Corner of 48th Street and Chandler Boulevard, Adjacent to I-10)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 39.59 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (RE-35) Single Family Residence 1.10 Dwelling/Acre Base Density. The site is surrounded by residential to north, and Gila River Indian Community to the south. Existing elementary school south of site may raise Section 4(f) issues.	-
<b>Opportunities for Joint Use</b> – No joint use potential on site. Joint use with adjoining schools for after hours parking.	0
<b>Availability of Express Bus Service</b> – Route 522 express service from Chandler Road (east) to downtown Phoenix (secondary route, 4 hours AM and PM, 20 min frequency); Route 550 express service from Chandler Road (west) to downtown Phoenix (main route, 4 hours AM and PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Visibility may be difficult; site is not adjacent to main road.	-
<b>Security</b> – Security issues, site is not visible from main road.	-
<b>Vehicular Access</b> – Present access to I-10 approximately 1/2 mile north at Chandler Boulevard for both bus and vehicles. Possible off ramp for buses to the site from I-10 southbound. Re-entry for buses presently to Chandler Boulevard. Future access possible at 48th St. to Santan Freeway.	0
<b>Non-motorized Access</b> – 48th St. S. of Chandler boulevard- sidewalks for pedestrian access need to be installed up to the site. These sidewalks will be installed as properties around the site are developed. 48th St., and Pecos can be used for bike access although these streets do not have a striped bike lane. Chandler Boulevard has a striped bicycle lane.	0
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Adjacent second-story apartments along north edge. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. Adjacent elementary school (to south) may raise Section 4(f) concerns. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Present access to I-10 via Chandler Boulevard approximately ¼ mile to the north. Possible future access to the Santan freeway at 48th St.	+
<b>Location Relative to Congestion</b> – The site is located upstream of congestion on I-10.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV presently from at Chandler Boulevard on ramp. Possible future access to HOV lanes at 48th St. and the Santan Freeway.	+
<b>Cost</b> – \$4,474,000 capital cost for 250 stall lot, including 8 acre parcel	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Chandler, Gila River Indian Community, County	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand but with less north-south access	+

## 56th Street & Chandler Rd.



Figure 16: Site 5.3 – NE Corner of 56<sup>th</sup> Street and Chandler Boulevard



**Table 16: Site 5.3 (NE Corner of 56th Street and Chandler Boulevard)**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 5.95 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Chandler; zoned (I-1/PAD) Planned Industrial District With a PAD Overlay. Proposed industrial support uses designated to house Chandler's industrial base.	+
<b>Opportunities for Joint Use</b> – Lot has a Circle K at the corner, providing basic level of security due to/ No joint use anticipated.	0
<b>Availability of Express Bus Service</b> – Route 522 express service from Chandler Road (east) to downtown Phoenix (4 hours AM and PM, 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Good visibility from road, level with adjacent roadway.	+
<b>Security</b> – Site is visible from road and designated to house Chandler's industrial base.	+
<b>Vehicular Access</b> – Vehicle access from 56th St. northbound from Chandler Boulevard. Existing signal at 56th St. and Chandler Boulevard. Curb cut required in existing median for access to southbound 56th St. traffic. Access available for westbound traffic on Chandler Boulevard.	0
<b>Non-motorized Access</b> – Chandler Boulevard and 56th St.- sidewalks installed up to and surrounding the site. 56th St. can be used for bike access although this street does not have a striped bike lane. Chandler Boulevard can also be used for bicycle access and it has a striped bicycle lane.	+
<b>Potential Design Constraints</b> – Existing retention basin on the northeast corner of the property will need to be enlarged from the Park and Ride site. Curb cut for southbound traffic on 56th St. will need to be approved by the City of Chandler because of its close proximity to the 56th St. and Chandler intersection.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Adjacent hazardous materials concerns associated with service station on corner, and adjacent agricultural equipment storage on west edge. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located 1/2 mile east of I-10 and would use the Chandler Blvd. Interchange.	0
<b>Location Relative to Congestion</b> – The site is located upstream of congestion on I-10.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV presently from at Chandler Boulevard on ramp. Possible future access to HOV lanes at 48th St. and the Santan Freeway.	+
<b>Cost</b> – \$4,683,000 capital cost for 250-stall lot.	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Chandler, Gila River Indian Community, County	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Chandler Road & Kyrene Road

Site 5.4



**Figure 17: Site 5.4 – Chandler Blvd. across from Kyrene Village Shopping Center – E. of Kyrene Rd.**

**Table 17: Site 5.4 (Chandler Blvd. across from Kyrene Village Shopping Center – E. of Kyrene Rd.)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 15.86 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Chandler (AG-1/PAD) Agriculture District/Planned Area Development. U-Haul storage area is adjacent to the site to the west and site includes a traffic signal.	+
<b>Opportunities for Joint Use</b> – Potential joint use with Kyrene Shopping Center for overflow parking.	+
<b>Availability of Express Bus Service</b> – Route 522 express service from Chandler Road (east) to downtown Phoenix (4 hours AM and PM, 20 minutes)	0
<b>Visibility of Lot from Road</b> – Site is visible from the main road. Lot is level with adjacent roadway.	+
<b>Security</b> – Site is visible from the main road.	+
<b>Vehicular Access</b> – Site accessible for east and west bound traffic on Chandler Boulevard. Signal light at the Kyrene Village Shopping Center.	+
<b>Non-motorized Access</b> – Chandler Boulevard (northwest corner of Chandler Boulevard and Kyrene) across from Kyrene village Shopping Center - sidewalks installed up to and surrounding the site. Kyrene can be used for bike access although this street does not have a striped bike lane. Chandler Boulevard can also be used for bicycle access and it has a striped bicycle lane.	+
<b>Potential Design Constraints</b> – None noted at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – The site is located approximately 2 miles east of I-10 and would utilize the Chandler Blvd. Interchange.	-
<b>Location Relative to Congestion</b> – The site is located upstream on congestion on I-10, though bus would need to travel in general traffic for 2 miles to access freeway.	0
<b>Access to HOV Lanes and Ramps</b> – No direct access available. Access to HOV lanes via on ramp to I-10 at Chandler Boulevard. Present HOV lanes end at Elliot Road. Future HOV lanes scheduled for 2005 south of Elliot Road.	0
<b>Cost</b> – \$4,593,000 capital cost for 250-stall lot, including 8 acre parcel.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix, Chandler, Gila River Indian Community, county.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Edge of area, may pull demand from target areas 20/21	0

## 50<sup>th</sup> Street & Chandler Blvd.



**Figure 18: Site 5.5- 50th Street, ¼ Mile N of Chandler Blvd. on East Side of Street, Adjacent to I-10**

**Table 18: Site 5.5 (50th Street, 1/4 mile N of Chandler Road on East Side of Street (Adjacent to I-10))**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 13.88 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (RE-35) Single Family Residence 1.10 Dwelling/Acre Base Density. Existing apartment complex to the south, I-10 freeway to the east and Thistle landing Commercial building across 50th St.	0
<b>Opportunities for Joint Use</b> – No joint use potential on site. Existing commercial developments surrounding the site. No joint use anticipated.	0
<b>Availability of Express Bus Service</b> – Route 550 express service from Chandler Road (west) to downtown Phoenix would be main service (4 hours AM and PM, 30 min frequency) route would enter/exit I-10 at Ray Road; possible southbound exit from I-10 to lot. Route 522 express service from Chandler Road (east) to downtown Phoenix could also serve lot as demand warrants (4 hours AM and PM, 20 min frequency); route would exit/enter I-10 at Ray Road, possible southbound exit from I-10 to lot.	0
<b>Visibility of Lot from Road</b> – Visibility from main road difficult.	-
<b>Security</b> – Site is visible from Thistle landing Commercial building.	+
<b>Vehicular Access</b> – Access for both car and bus to site available from 50th St. for westbound travel on Chandler Boulevard. Access for eastbound travel on Chandler Boulevard via 48th St. to Thistle Landing St. and then south on 50th St. Vehicle access from north of the site to use 50th St. from Ray Road or 48th St. south to Thistle Landing St.	+
<b>Non-motorized Access</b> – 50th St. ¼ mile north of Chandler- sidewalks for pedestrian access needs to be installed adjacent to the site. These sidewalks will be installed as properties around the site are developed. 50th St. and thistle Landing St. can be used for bike access although these streets do not have a striped bike lane. Chandler Boulevard can also be used for bicycle access and it has a striped bicycle lane.	-
<b>Potential Design Constraints</b> – None noted at this time.	+
<b>Environmental Considerations</b> – Adjacent second-story apartments along south edge. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – The site is located adjacent to I-10, but approximately 1/4 mile from nearest interchange (Chandler Blvd.).	+
<b>Location Relative to Congestion</b> – The site is located upstream of congestion on I-10.	+
<b>Access to HOV Lanes and Ramps</b> – No direct access. Present access to HOV lanes via on ramps to I-10 at Chandler Boulevard or Ray Road. Present HOV lanes end at Elliot Road. HOV lanes programmed for 2005 south of Elliot Road.	0
<b>Cost</b> – \$4,243,000 capital cost for 250 stall lot, including 8 acre parcel	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Chandler, Gila River Indian Community, county	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand though less north-south access	+

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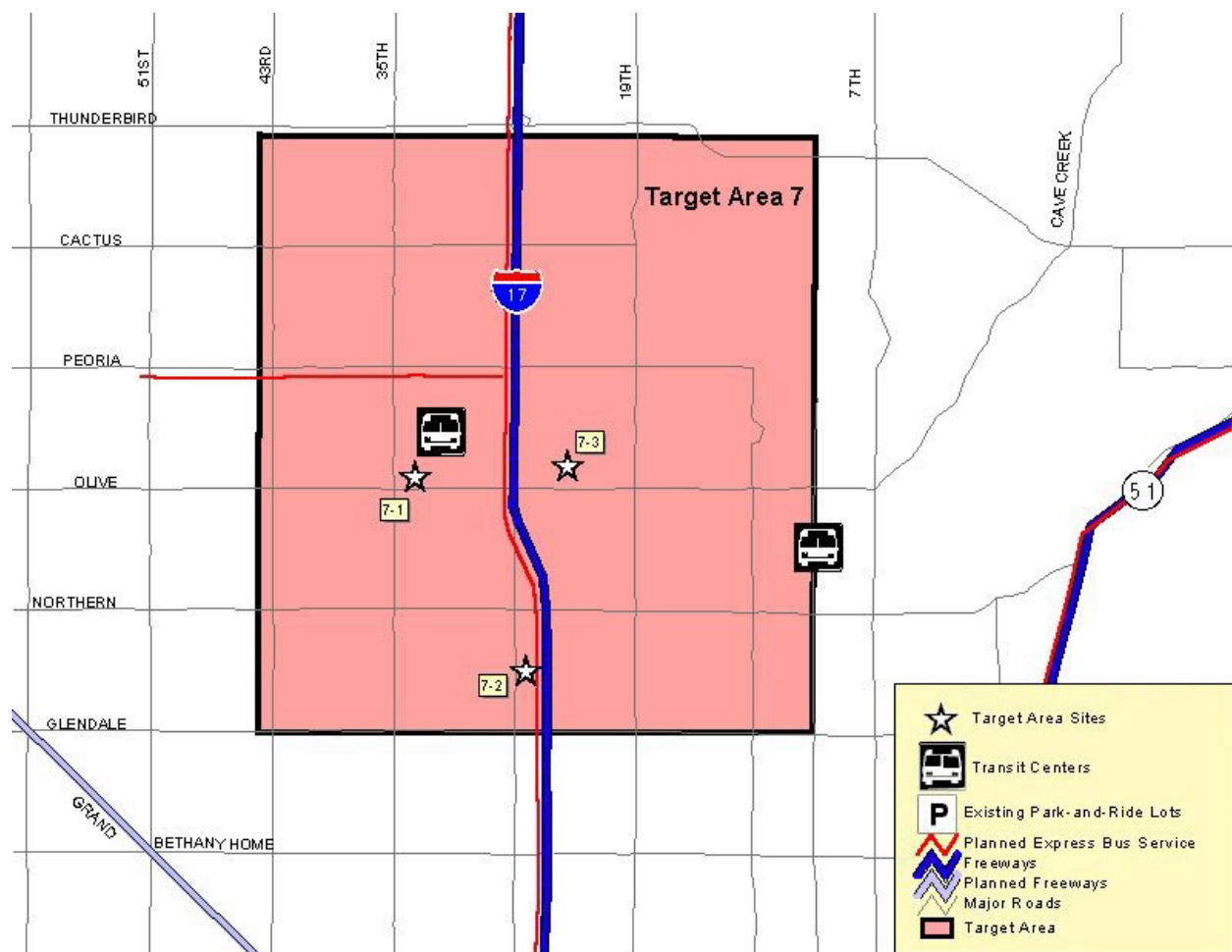
## **Target Area 7 (I-17 near Peoria Avenue – Metrocenter)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 3 sites in this target area, the consultant team has prepared the following rankings:

Site 7.1 is the highest ranked site in this target area – sufficient size for expansion, high demand, access, transit connectivity, especially with LRT. Its cost is the highest due to the potential need for a decked parking facility, depending on negotiations with the mall owner.

Site 7.2 is the next highest ranked site with many of the same characteristics as the above site, but without some of the transit connectivity associated with the Metrocenter Transit Center. LRT may or may not serve this site in the future. The site also lacks expansion capacity.

Site 7.3 is the next highest ranked site, again missing the transit connectivity associated with the Metrocenter site.



**Figure 19: Target Area 7: I-17 near Peoria Avenue – Metrocenter - Map**



**Table 19: Target Area 7 – I-17 near Peoria Avenue – Metrocenter - Evaluation Summary**

Criteria	Site 7.1 Metro Center	Site 7.2 27 <sup>th</sup> Ave. Vista Ave.	Site 7.3 25 <sup>th</sup> Ave. Dunlap
Available Land/Capacity and Potential for Expansion	0	0	0
Land Use Compatibility/Regulatory Issues	+	+	+
Opportunities for Joint Use	+	+	+
Availability of Express Bus Service	+*	+*	+
Visibility of Lot from Road	-	+	+
Security	+	+	+
Vehicular Access	+	+	+
Non-motorized Access	+	0	0
Potential Design Constraints	0	+	0
Environmental Considerations	+	+	0
Freeway Proximity	0	0	0
Location Relative to Congestion	0	0	0
Access to HOV Lanes and Ramps	+	+	+
Cost	+	+	-
Cost-effectiveness	-,+	-	+
Jurisdictional Support	0	0	0
Community Issues	+	+	+
Demand	+	+	+
Ranking	1	2	3

# Metro Center

Site 7.1



**Figure 20: Site 7.1 – Metro Center Site**

**Table 20: Site 7.1 (Metro Center Site)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 9.83 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (R.S.C.) Regional Shopping Center. The site is near the transit area and Harkins Movie Theatre	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with the transit area and Harkins Movie Theatre	+
<b>Availability of Express Bus Service</b> – Route 580 express service from Metrocenter to Central Avenue corridor and downtown Phoenix (4 hours AM and PM, 12 min frequency); eventual light rail service to Central Avenue corridor, downtown Phoenix, Sky Harbor and downtown Tempe	+*
<b>Visibility of Lot from Road</b> – Site not clearly visible from main road.	-
<b>Security</b> – Site is within the Metro Center parking area. High visibility with surrounding uses.	+
<b>Vehicular Access</b> – Bus and vehicles would use Dunlap or Peoria exit off I-17 into Metro Center and then use the existing road around Metro Center to access the site	+
<b>Non-motorized Access</b> – Nearby is the Arizona Canal with a multi-use path.	+
<b>Potential Design Constraints</b> – Possible elimination of some parking spaces to enlarge the existing benches and shelter.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Metro Center is located within 1/2 mile of I-17	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – Access to newly installed HOV ramps on I-17 would be by the use of the existing on ramps to I-17 at Dunlap and Peoria.	+
<b>Cost</b> – \$480,000 capital cost (no land costs necessary) for 250 stall lot. For use of existing surface facility. DOES NOT INCLUDE LEASE COSTS OR OTHER COSTS ASSOCIATED WITH LAND.	+, -
<b>Cost-effectiveness</b> – (-) for surface lot, (+) for structure	-, +
<b>Jurisdictional Support</b> – Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest due to LRT; regional recognition, great access	+

# 27th Avenue & Vista Avenue

81E72



**Figure 21: Site 7.2 – NW Corner of 27<sup>th</sup> Avenue/Vista Avenue, S of Northern Avenue**

**Table 21: Site 7.2 (NW Corner of 27<sup>th</sup> Avenue/Vista Avenue, S of Northern Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 6.06 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (P-1) Parking (Open). The site is at the Orangewood Church of the Nazarene	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with Church.	+
<b>Availability of Express Bus Service</b> – Route 580 express service from Metrocenter south on 27 <sup>th</sup> Avenue to Northern to I-17 to Central Avenue corridor and downtown Phoenix (4 hours AM/PM, 12 min frequency); potential LRT service (depending on alignment) to Central Avenue corridor, downtown Phoenix, Sky Harbor and downtown Tempe, local route 27 to downtown Phoenix.	++
<b>Visibility of Lot from Road</b> – The site is clearly visible from 27 <sup>th</sup> Ave.	+
<b>Security</b> – The site is clearly visible from 27 <sup>th</sup> Ave. and would have joint use with Orangewood Church.	+
<b>Vehicular Access</b> – Access to the site for both vehicles and buses would be off of 27 <sup>th</sup> Ave.	+
<b>Non-motorized Access</b> – No existing bike lanes; but sidewalks exist in area.	0
<b>Potential Design Constraints</b> – None at this time	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Low Income groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I-17 within 3/4 of a mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – Access to newly constructed HOV lanes on I-17 would be by the normal on and off ramps at Northern and Dunlap and I-17	+
<b>Cost</b> – \$623,000 capital cost (no land cost) for 215 stall lot. DOES NOT INCLUDE LEASE COSTS OR OTHER COST ASSOCIATED WITH LAND.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Phoenix.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand; dependent on LRT routing	+

# 25th Avenue & Dunlap



Figure 22: Site 7.3 – NE Corner of 25<sup>th</sup> Avenue/Dunlap

**Table 22: Site 7.3 (NE Corner of 25<sup>th</sup> Avenue/Dunlap)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 4.28 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; (A-1) Light Industrial. The site is at the Rose Moffard Sports Complex. Existing undeveloped area on the site.	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use.	+
<b>Availability of Express Bus Service</b> – Route 580 express service from Metrocenter east on Olive/Dunlap to lot, then return west to I-17 to Central Avenue Corridor and downtown Phoenix (4 hours AM and PM, 12 min frequency); LRT unlikely to serve site	+
<b>Visibility of Lot from Road</b> – The site is clearly visible from 25 <sup>th</sup> Ave.	+
<b>Security</b> – The site is clearly visible from 25 <sup>th</sup> Ave. and would have joint use with the Rose Moffard Sports Complex	+
<b>Vehicular Access</b> – Access to site via 25 <sup>th</sup> Ave from Dunlap Ave to the south and Peoria Ave to the west. Entrance and exit from the preferably from the north to eliminate left turns into the site.	+
<b>Non-motorized Access</b> – Bike path nearby	0
<b>Potential Design Constraints</b> – Space for Park and Ride limited to existing parking lot.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Low Income groups. Potential Section 4(f) concerns may be raised regarding the sports complex. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site located within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – Access to newly installed HOV lanes on I-17 via Dunlap and Peoria on ramps to I-17.	+
<b>Cost</b> – \$4,178,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Phoenix.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Short-term demand high; lack of proximity to LRT will reduce demand in future years	+

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## **Target Area 8 (I-17 near Deer Valley Road)**

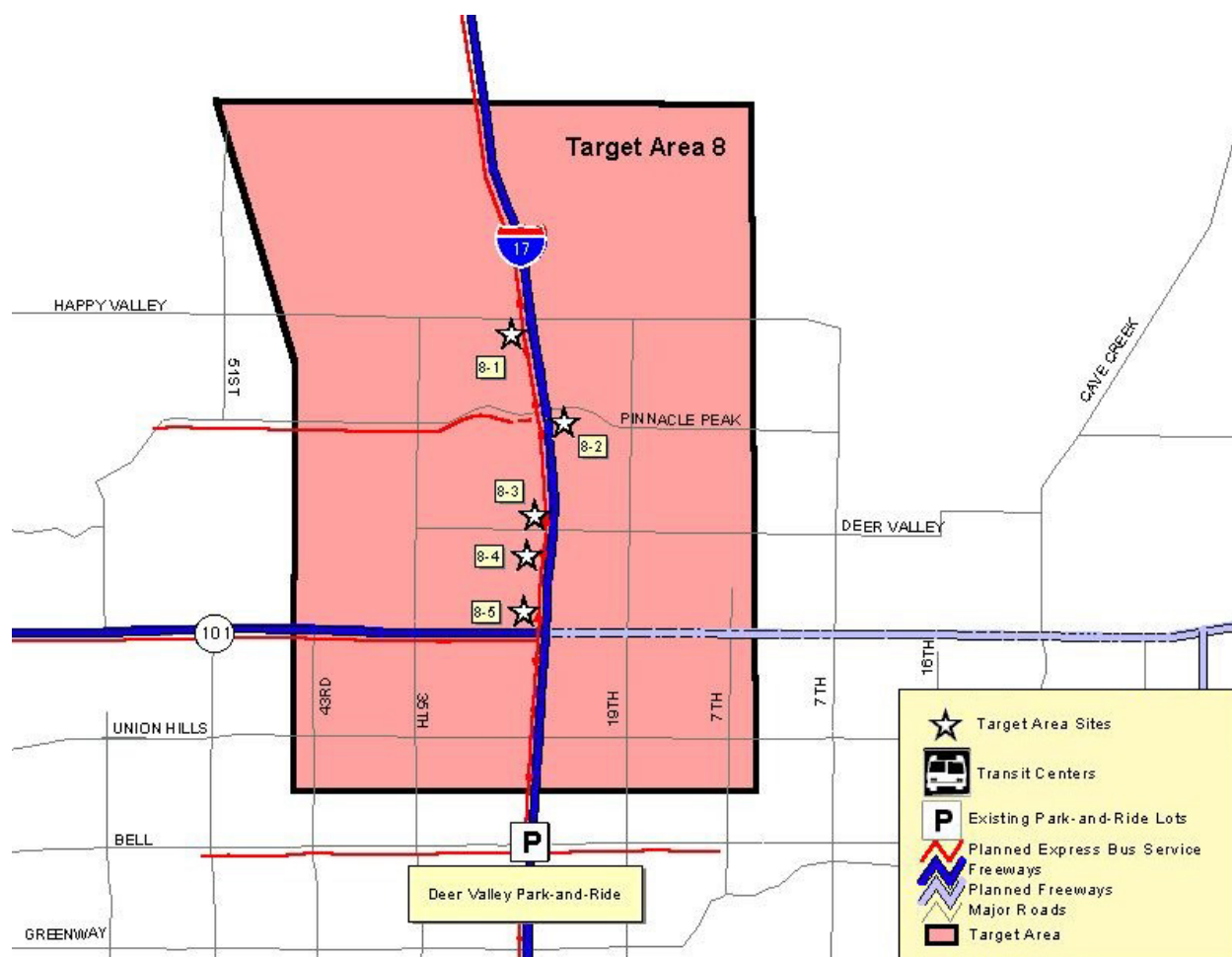
In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Site 8.1 is the highest ranked site in this target area – sufficient size for expansion, high demand, good access, and high visibility.

Site 8.2 is the next highest ranked site. Demand is similar to 8.1, with the biggest issue being the lack of a northbound off-ramp from I-17 for bus access to the site.

Sites 8.3 and 8.4 are the next highest ranked sites. Demand is estimated to be somewhat lower than sites 8.1 and 8.2 due to their closer proximity to the existing Deer Valley (I-17/Bell) park-and-ride and less direct access from the west. These two sites have less expansion capacity than other sites examined in this target area.

Site 8.5 is the next highest ranked site with lower demand and higher land costs.



**Figure 23: Target Area 8: I-17 Near Deer Valley Road - Map**

**Table 23: Target Area 8 – I-17 near Deer Valley Road - Evaluation Summary**

Criteria	Site 8.1 Happy Valley Rd. & I-17	Site 8.2 Pinnacle Peak & I- 17	Site 8.3 Deer Valley & I-17	Site 8.4 27 <sup>th</sup> Ave. & Deer Valley	Site 8.5 Rose Garden & I-17
Available Land/Capacity and Potential for Expansion	+	+	0	0	+
Land Use Compatibility/Regulatory Issues	+	+	+	+	+
Opportunities for Joint Use	0	0	0	+	0
Availability of Express Bus Service	+	+	+	+	+
Visibility of Lot from Road	+	+	+	+	+
Security	+	+	+	+	+
Vehicular Access	+	0	+	+	0
Non-motorized Access	-	-	-	-	-
Potential Design Constraints	+	+	+	+	+
Environmental Considerations	+	+	0	0	+
Freeway Proximity	+	+	0	0	0
Location Relative to Congestion	+	+	0	0	0
Access to HOV Lanes and Ramps	+	0	0	0	+
Cost	+	+	+	+	0
Cost-effectiveness	-	-	0	0	+
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	+	+	0	0	-
Ranking	1	2	3	3	4

# Happy Valley & I-17

Site 8.1



**Figure 24: Site 8.1 – SW Corner of Happy Valley Road/I-17**

**Table 24: Site 8.1 (SW Corner of Happy Valley Road/I-17)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 17.72 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (S-1) Ranch or Farm Residence. The site is near a correction center, landfill, and is currently undeveloped. Note all four corners are good potential sites.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use at the Southwest Quadrant. Site at the northeast corner may have joint use possibilities with new ASSA insurance complex to be built.	0
<b>Availability of Express Bus Service</b> – Route 592 express service from Desert Hills Road to Central Avenue corridor and downtown Phoenix (3 hours AM/PM, 20 min frequency)	+
<b>Visibility of Lot from Road</b> – site visible from Happy Valley Road	+
<b>Security</b> – site visible from Happy Valley Road	+
<b>Vehicular Access</b> – Access to the site would be from the Happy Valley Road exit off of I-17. Separate entrance and exit for buses off the Happy Valley exit or entrance ramp depending on the lots location.	+
<b>Non-motorized Access</b> – No existing sidewalks or bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Entrance or Exit Ramps at Happy Valley Road to I-17 adjacent to all four corners.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on I-17	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes via entrance to I-17 at Happy Valley Road. HOV lanes start south of Happy Valley Road on I-17.	+
<b>Cost</b> – \$4,043,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State Land, County, Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential with good east-west access	+

# Pinnacle Peak & I-17



**Figure 25: Site 8.2 – SW Corner of Pinnacle Peak/I-17**

**Table 25: Site 8.2 (SW Corner of Pinnacle Peak/I-17)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.32 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; RE-43) Single Family Residence 43,560 square foot lots minimum. The site is near an existing detention facility.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 592 express service from Desert Hills Road to Central Avenue corridor and downtown Phoenix (3 hours AM/PM, 20 min frequency); Route 593 express service from Pinnacle Peak Road to Central Avenue corridor and downtown Phoenix (main route, 3 hours AM/PM, 30 min frequency)	+
<b>Visibility of Lot from Road</b> – Site visible from the west side of Pinnacle Peak Road.	+
<b>Security</b> –High visibility from Pinnacle Peak Road.	+
<b>Vehicular Access</b> – No off ramp northbound. Access for northbound traffic would need to access the site from Happy Valley road and then go south on I-17. Separate bus entrance off the southbound entrance ramp to I-17.	0
<b>Non-motorized Access</b> – No existing sidewalks or bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Elderly and Female Head of Household groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I-17 within 1/4 mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of I-17	+
<b>Access to HOV Lanes and Ramps</b> – HOV lanes on I -17 start 2 miles to the south.	0
<b>Cost</b> – \$4,043,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State Land, County, Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential with good east-west access	+

# Deer Valley & I-17



**Figure 26: Site 8.3 – NW Corner of Deer Valley/I-17**



**Table 26: Site 8.3 (NW Corner of Deer Valley/I-17)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 7.50 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (C-2) Intermediate Commercial. Existing Texaco Service Station at the corner of the site, and trailer park at north end.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 592 express service from Desert Hills to Central Avenue corridor and downtown Phoenix (3 hours AM/PM, 20 min frequency); Route 593 express service from Pinnacle Peak Road to Central Avenue corridor and downtown Phoenix (main route, 3 hours AM/PM, 30 min frequency)	+
<b>Visibility of Lot from Road</b> – site visible from Deer Valley Road	+
<b>Security</b> –High visibility from Deer Valley Road.	+
<b>Vehicular Access</b> – Access to the site via 23rd Ave for vehicles. Bus access via the north bound on ramp to I-17. Access to I-17 from the site via 23 rd Ave for vehicles and south bound buses.	+
<b>Non-motorized Access</b> – No existing sidewalks or bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with service station located at corner. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – I -17 within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes on I-17 located approximately 1 mile south on I-17. Access to HOV lanes via on ramps to I-17 south bound.	0
<b>Cost</b> – \$4,948,000 for 250 stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – State Land, County, Phoenix.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand; limited access from west; closer to existing Deer Valley P&R (I-17 and Bell Road)	0

# 27th Avenue & Deer Valley



Figure 27: Site 8.4 – SW Corner of 27<sup>th</sup> Avenue/Deer Valley

**Table 27: Site 8.4 (SW Corner of 27<sup>th</sup> Avenue/Deer Valley)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 9.28 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (C-1/P) Neighborhood Commercial/Parking. Existing Circle K at the corner of the site, and Deer Valley Middle School at the south end of the site.	+
<b>Opportunities for Joint Use</b> –Possible opportunity for joint use with the Circle K	+
<b>Availability of Express Bus Service</b> – Route 592 express service from Desert Hills Road to Central Avenue corridor and downtown Phoenix (3 hours AM/PM, 20 min frequency); Route 593 express service from Pinnacle Peak Road to Central Avenue corridor and downtown Phoenix (main route 3 hours AM/PM, 30 min frequency)	+
<b>Visibility of Lot from Road</b> – Site would be visible from both Deer Valley Road and 27 <sup>th</sup> Ave.	+
<b>Security</b> –Site will be visible from Circle K.	+
<b>Vehicular Access</b> - Access and egress for both buses and vehicles would be either east bound off of Deer Valley or South bound off of 27 <sup>th</sup> Ave.	+
<b>Non-motorized Access</b> – No known non-motorized access nearby	-
<b>Potential Design Constraints</b> – None at this time	+
<b>Environmental Considerations</b> – Adjacent second-story apartments on eastern edge. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns with service station. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – I 17 within 1/2 mile of the site to the east and Loop 101 (Agua Fria) within 1 mile south of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – Location of HOV lanes on I-17 are within 1 mile south of the site.	0
<b>Cost</b> - \$3,893,000 capital cost for a 250 stall lot on 8 acre site.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – State Land, Maricopa County, Phoenix	0
<b>Community Issues</b> – No known community issues at this time.	+
<b>Demand</b> – Moderate demand; limited access from west; closer to existing Deer Valley P&R (I-17 and Bell Road)	0

# Rose Garden & I-17



Figure 28: Site 8.5 – NW Corner of Rose Garden/I-17

**Table 28: Site 8.5 (NW Corner of Rose Garden/I-17)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.20 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix (C-2) Intermediate Commercial. Sub station adjacent to the site, and existing high school to the west.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 592 express service from Desert Hills Road to Central Avenue corridor and downtown Phoenix (3 hours AM/PM, 20 min frequency); Route 593 express service from Pinnacle Peak Road to Central Avenue corridor and downtown Phoenix (main route, 3 hours AM/PM, 30 min frequency)	+
<b>Visibility of Lot from Road</b> – Site visible from Rose Garden	+
<b>Security</b> – Site is visible from the freeway and Rose Garden, adjacent uses not occupied.	+
<b>Vehicular Access</b> – difficult access northbound. Bus access southbound off the south bound frontage road of I-17. All other access for north bound and south bound I-17 traffic, via Rose Garden or Deer Valley Road Union Hills or 35 <sup>th</sup> Ave for Loop 101 (Agua Fria).	0
<b>Non-motorized Access</b> – No existing sidewalks or bicycle lanes/paths.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – I 17 adjacent to the site and Loop 101 (Agua Fria) 1/2 mile to the south.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes available on I-17. Access to HOV lanes accessible from Deer Valley or 27 <sup>th</sup> Ave at Utopia.	+
<b>Cost</b> – \$5,323,000 capital cost for a 250 stall lot on 8 acres parcel.	0
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State Land, Phoenix, County	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand due to no direct freeway access	-

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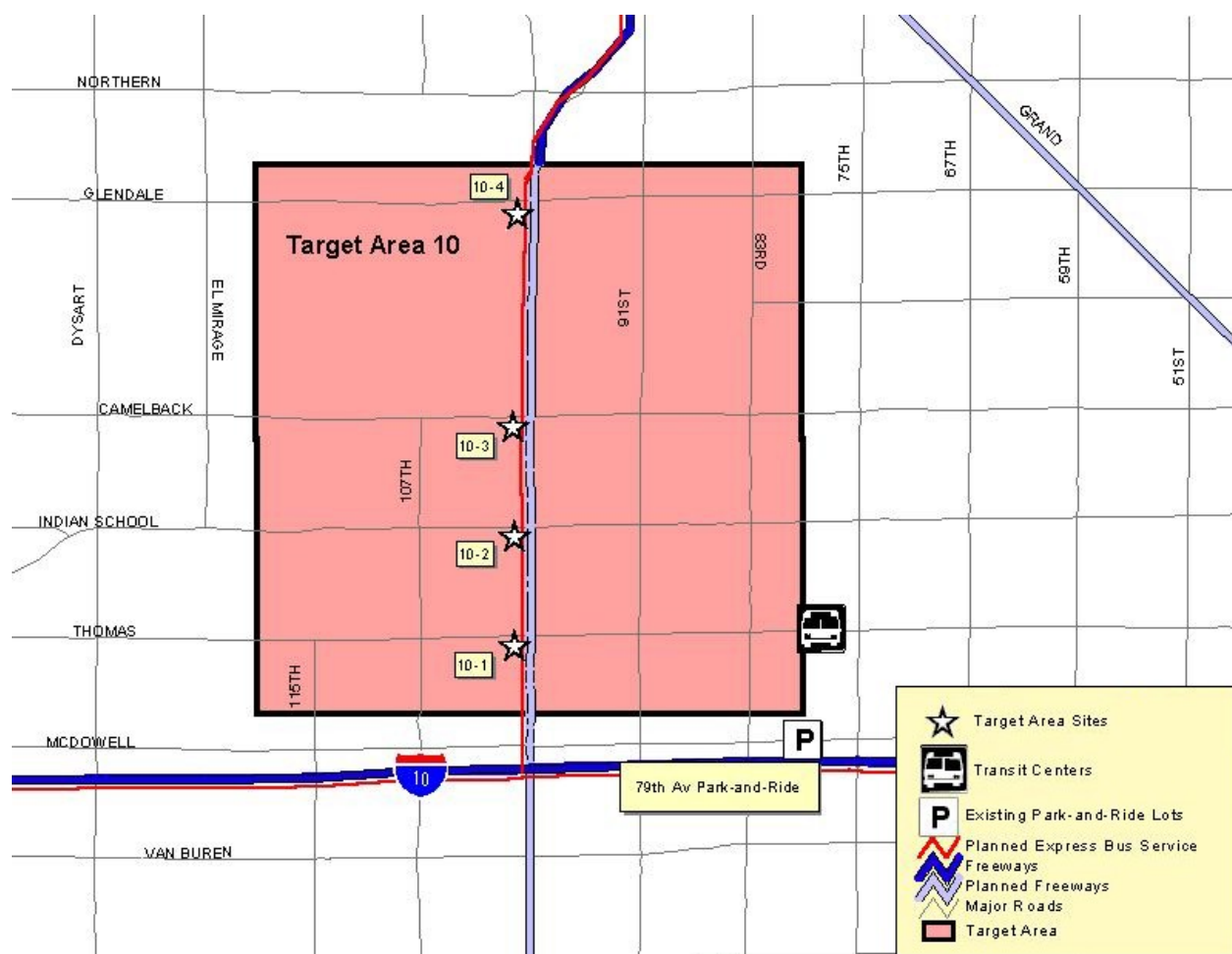
## **Target Area 10 (Loop 101 West near Camelback Road)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost.

The evaluations of each site are summarized in Table 29. Based on the evaluation of the 4 sites in this target area, the consultant team has prepared the following rankings:

Site 10.2, 10.3 and 10.4 are the highest ranked sites in this target area – all are of sufficient size for expansion, all are expected to high demand, good access, high visibility and similar land costs per acre. Site 10.3 is recommended for budgeting and programming purposes.

Site 10.1 is the next highest ranked site. Demand is constrained due to proximity to 79<sup>th</sup> Avenue park-and-ride lot and future development of a park-and-ride lot in target area 2.



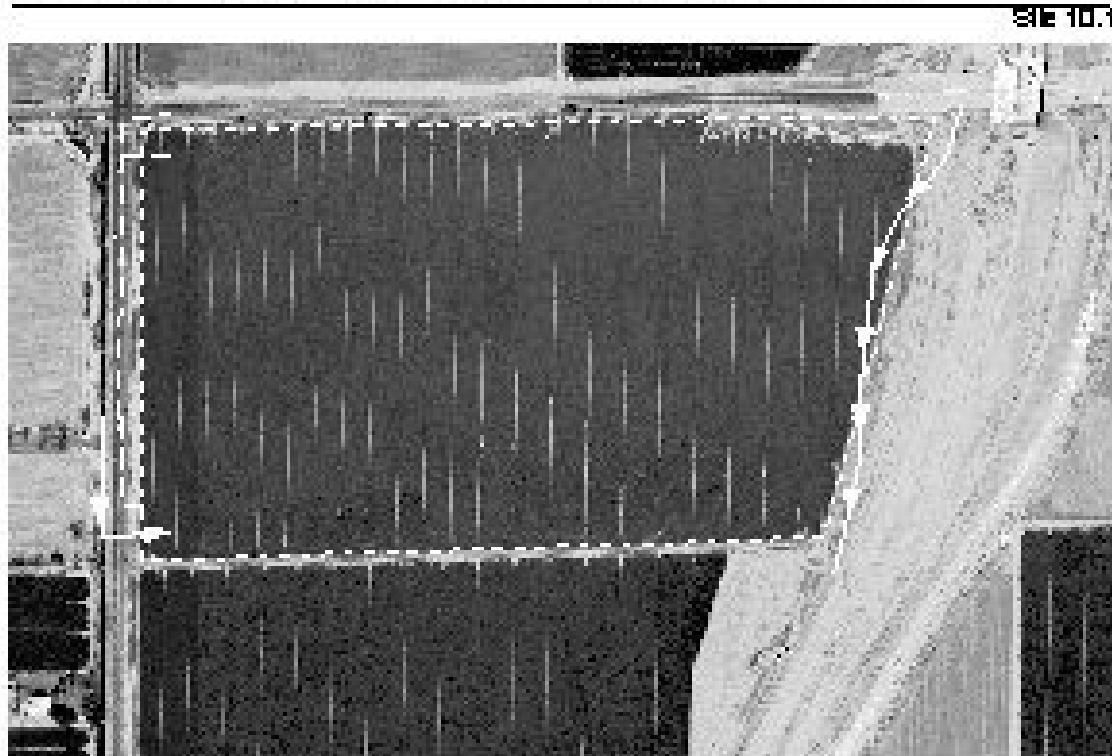
**Figure 29: Target Area 10: Loop 101 West near Camelback Road - Map**



**Table 29: Target Area 10 Evaluation Summary**

Criteria	Site 10.1 L101 & Thomas Road	Site 10.2 L101 & Indian School	Site 10.3 L101 & Camel- back	Site 10.4 L101 & Glendale
Available Land/Capacity and Potential for Expansion	+	+	+	+
Land Use Compatibility/Regulatory Issues	+	+	+	+
Opportunities for Joint Use	0	0	0	0
Availability of Express Bus Service	0	0	0	0
Visibility of Lot from Road	+	+	+	+
Security	0	0	+	0
Vehicular Access	+	+	+	+
Non-motorized Access	-	-	-	-
Potential Design Constraints	+	+	+	+
Environmental Considerations	+	+	+	0
Freeway Proximity	+	+	+	+
Location Relative to Congestion	+	+	+	+
Access to HOV Lanes and Ramps	-	-	-	-
Cost	+	+	+	+
Cost-effectiveness	-	-	-	+
Jurisdictional Support	0	0	0	0
Community Issues	+	+	+	+
Demand	-	+	+	+
Ranking	2	1	1	1

# Loop 101 & Thomas Road



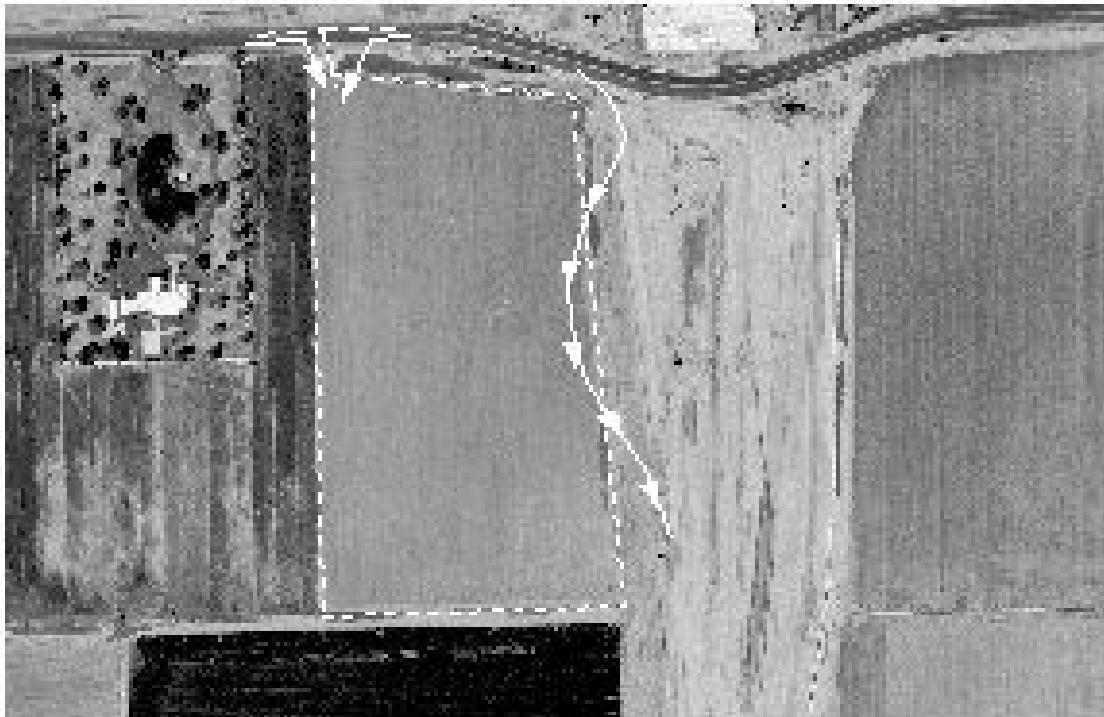
**Figure 30: Site 10.1 – SW Corner of L101 and Thomas Road**

**Table 30: Site 10.1 (SW Corner of L101 and Thomas Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.57 Acres. Potential for expansion to adjacent lands (all four corners are undeveloped).	+
<b>Land Use Compatibility/Regulatory Issues</b> – County; zoned (Rural-43) Rural – 1 Acre/DU. Surrounding agricultural lands and adjacent freeway currently under construction.	+
<b>Opportunities for Joint Use</b> – none	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10, with 3 hours AM and PM, 30 minute frequency. Certain shoulder period trips on Route 560 express service from Litchfield Road (north) to downtown Phoenix via I-10 could serve lot via 107 <sup>th</sup> Avenue, north to Thomas, east to Loop 101, south to I-10 and resume regular route.	0
<b>Visibility of Lot from Road</b> – Site visible from Thomas Road	+
<b>Security</b> –no adjacent uses at this time, good visibility from road, not visible from freeway.	0
<b>Vehicular Access</b> – Access to the site for buses would be from the southbound on ramp to the L101. Access for cars would be from Thomas Road	+
<b>Non-motorized Access</b> – no sidewalks or adjacent trails, multiuse paths. There are also no neighborhoods adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 adjacent to the site	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 101.	-
<b>Cost</b> – \$3,698,000 capital cost for 250 stall lot on 8-acre parcel	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Maricopa County, Phoenix, Glendale, Avondale, Tolleson.	0
<b>Community Issues</b> – None at this time.	+
<b>Demand</b> – Too close to 79 <sup>th</sup> Avenue P&R, as well as proposed P&R lot in target area 2.	-

# Loop 101 & Indian School Road

SITE 10.2



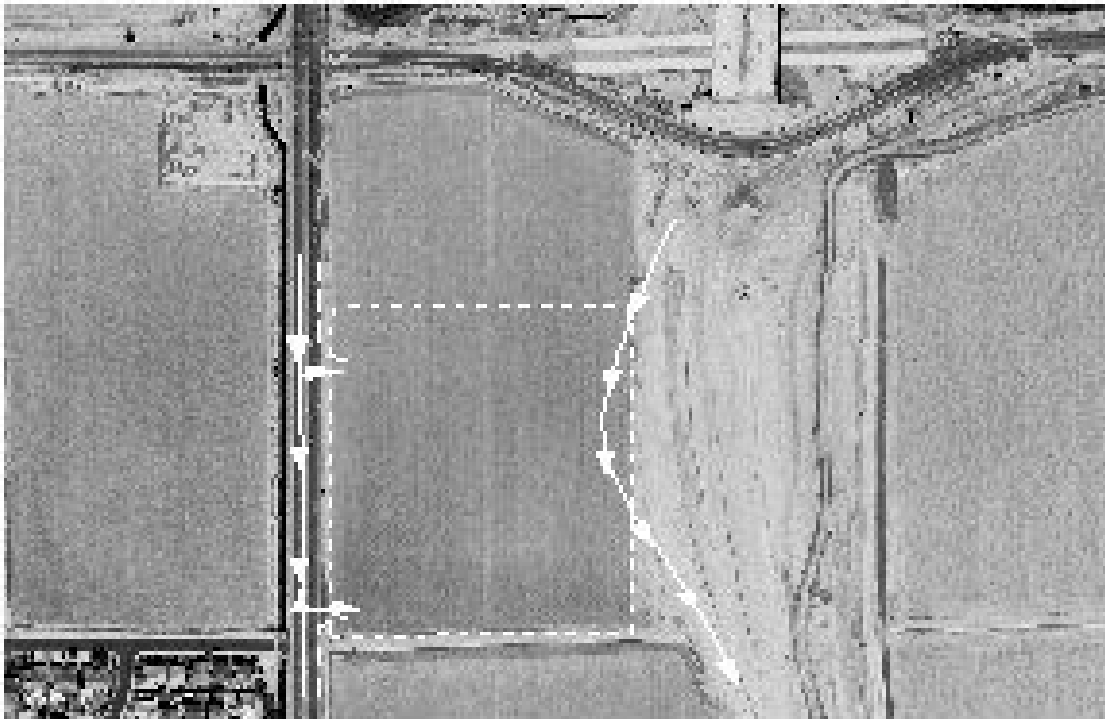
**Figure 31: Site 10.2 – SW Corner of L101 and Indian School Road**

**Table 31: Site 10.2 (SW Corner of L101 and Indian School Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.90 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – County; zoned (Rural-43) Rural – 1 Acre/DU. Site surrounded by existing agricultural lands, residence to west, and freeway currently under construction.	+
<b>Opportunities for Joint Use</b> – None at this time.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10, with 3 hours AM and PM, 30 minute frequency.	0
<b>Visibility of Lot from Road</b> – visibility of lot from road is excellent, also visible from the 101.	+
<b>Security</b> – good visibility, but no adjacent uses.	0
<b>Vehicular Access</b> – Access to the site for buses would be from the southbound on ramp to L101. Access for cars would be from Indian School Rd.	+
<b>Non-motorized Access</b> – no sidewalks on property or adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site adjacent to Loop 101.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 101	-
<b>Cost</b> – \$3,698,000 capital cost for 250-stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – County, Phoenix, Glendale, Avondale, Tolleson	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential with good access in all directions	+

# Loop 101 & Camelback Road

SITE 10.3



**Figure 32: Site 10.3 – SW Corner of L101 and Camelback Road**

**Table 32: Site 10.3 (SW Corner of L101 and Camelback Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 12.39 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (C-1) Neighborhood Commercial. Site surrounded by existing agricultural lands and freeway currently under construction.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10, with 3 hours AM and PM, 30 minute frequency.	0
<b>Visibility of Lot from Road</b> – Visibility good from Camelback Road and freeway.	+
<b>Security</b> – Good visibility from Camelback and freeway.	+
<b>Vehicular Access</b> – Access to site for buses would be from the southbound on ramp to the L101. Access for cars would be from Camelback Road.	+
<b>Non-motorized Access</b> – No sidewalks on site or adjacent.	-
<b>Potential Design Constraints</b> – Additional land would need to be acquired other than the 1.3 acres. 4 acres would provide the 250-car lot and 8 acres would provide for future expansion to a 500-car lot.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 adjacent to site	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for L101.	-
<b>Cost</b> – \$3,698,000 capital cost for 250-stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Maricopa County, Phoenix, Glendale, Avondale, Tolleson	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential with good access in all directions	+

# Loop 101 & Glendale Avenue

SITE 10.4



**Figure 33: Site 10.4 – SW Corner of L101 and Glendale Avenue**



**Table 33: Site 10.4 (SW Corner of L101 and Glendale Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 42.97 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> –Glendale; zoned (A-1) Agricultural. Site surrounded by agricultural lands and freeway currently under construction.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10, with 3 hours AM and PM, 30 minute frequency.	0
<b>Visibility of Lot from Road</b> – Good visibility from Glendale roadway, good visibility from freeway 101.	+
<b>Security</b> – Good visibility, no adjacent land uses.	0
<b>Vehicular Access</b> – Access to the site for buses would use the southbound ramp to L101. Access for cars would use Glendale Avenue.	+
<b>Non-motorized Access</b> – No walkways on site or adjacent. No adjacent neighborhoods.	-
<b>Potential Design Constraints</b> – None noted at this time	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing canal qualifies as Corps of Engineers Jurisdictional Waters, and capping these entities (and any special aquatic sites - wetlands) will require an Individual – Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – Loop 101 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for L101.	-
<b>Cost</b> – \$3,698,000 capital cost for 250-stall lot on 8 acres parcel.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Maricopa County, Phoenix, Glendale, Avondale, Tolleson	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential with good access in all directions	+

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## Target Area 11 (Loop 101 near Grand Avenue)

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings, which are summarized in Table 34.

The three sites in the vicinity of Olive and Loop 101 (Sites 11.2, 11.3 and 11.4) are the highest ranked sites in this target area – all are expected to high demand, good access, high visibility. Site 11.4 is a joint use facility that could represent cost savings, though expansion room is lacking. Site 11.3 is recommended for budgeting and programming purposes. In addition, site 11.6 at the southeast edge of the target area, is also recommended for budgeting and programming purposes to serve the more urbanized portion of the area.

Site 11.1 is the next highest ranked site. Demand is slightly less than the top-ranked sites, but all other factors are good.

Site 11.5 is the next highest ranked site. Demand is slightly less than the top-ranked sites and overall costs are slightly higher than 11.1.



**Table 34: Target Area 11/32 – Loop 101 near Grand Avenue Evaluation Summary**

Criteria	Site 11.1 Agua Fria L101 & Northern Ave.	Site 11.2 Agua Fria L101 & Olive Ave.	Site 11.3 91 <sup>st</sup> & Olive Ave.	Site 11.4 91 <sup>st</sup> & Olive, Baptist Church	Site 11.5 95 <sup>th</sup> & Peoria Ave.	Site 11.6 59 <sup>th</sup> & Myrtle Ave.
Available Land/Capacity and Potential for Expansion	+	+	+	0	+	+
Land Use Compatibility/Regulatory Issues	+	+	+	0	+	+
Opportunities for Joint Use	0	0	0	+	0	+
Availability of Express Bus Service	0	0	0	0	0	+
Visibility of Lot from Road	+	+	+	+	+	+
Security	0	0	+	+	0	+
Vehicular Access	+	+	+	+	+	+
Non-motorized Access	-	0	+	+	+	+
Potential Design Constraints	+	+	+	+	+	0
Environmental Considerations	+	+	+	0	0	0
Freeway Proximity	+	+	+	+	+	-
Location Relative to Congestion	+	+	+	+	+	0
Access to HOV Lanes and Ramps	-	-	-	-	-	-
Cost	+	0	0	+	0	+
Cost-effectiveness	0	0	0	-	0	+
Jurisdictional Support	0	0	0	0	0	0
Community Issues	+	+	+	+	+	0
Demand	0	+	+	+	0	+
Ranking	2	1	1	1	3	1

# Loop 101 & Northern Avenue



Figure 35: Site 11.1 – SW Corner of Agua Fria L101 and Northern Avenue

**Table 35: Site 11.1 (SW Corner of Agua Fria L101 and Northern Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 56.19 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Glendale; zoned (A-1) Agricultural. Site surrounded by agricultural lands and freeway currently under construction.	+
<b>Opportunities for Joint Use</b> – None at this time	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM with 30 minute frequency)	0
<b>Visibility of Lot from Road</b> – Highly visible from Northern and 101.	+
<b>Security</b> – Good visibility, no adjacent uses.	0
<b>Vehicular Access</b> – Access to the site for buses would be from the southbound on ramp to the Loop 101. Access for cars would be from Northern Avenue.	+
<b>Non-motorized Access</b> – No sidewalks on property or adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes programmed on Loop 101	-
<b>Cost</b> – \$3,648,000 capital cost for 250-stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Glendale, Sun City (County), Peoria	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to distance south and west in target area	0

# Loop 101 & Olive Avenue



**Figure 36: Site 11.2 – SW Corner of Agua Fria L101 and Olive Avenue**



**Table 36: Site 11.2 (SW Corner of Agua Fria L101 and Olive Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 9.91 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Peoria; zoned (BPI) Business Park Industrial. Site surrounded by undeveloped lands, and Loop 101 freeway.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM with 30 minute frequency).	0
<b>Visibility of Lot from Road</b> – Good visibility from Olive Avenue and freeway L101.	+
<b>Security</b> – Good visibility, no adjacent uses.	0
<b>Vehicular Access</b> – Access to site for buses would be from the southbound on ramp to L101. Access for cars would be from Olive Avenue.	+
<b>Non-motorized Access</b> – No sidewalks on site, but sidewalks adjacent.	0
<b>Potential Design Constraints</b> – Additional land would need to be acquired than the 2.97 acres. Four acres would provide for a 250-car lot and 8 acres would provide for future expansion to a 500-car lot.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Location is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 101.	-
<b>Cost</b> – \$3,823,000 capital cost for 250-stall lot.	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Glendale, Sun City (County), Peoria	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

# Loop 101 & Olive Avenue



**Figure 37: Site 11.3 – SW Corner of 91<sup>st</sup> and Olive Avenues**

**Table 37: Site 11.3 (SW Corner of 91<sup>st</sup> and Olive Avenues)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 16.52 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Peoria (AG) General Agricultural. Site is adjacent to Loop 101 freeway, and existing neighborhood commercial development.	+
<b>Opportunities for Joint Use</b> – None at this time.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequency)	0
<b>Visibility of Lot from Road</b> – Visibility from Olive and 91 <sup>st</sup> Avenue good, visibility from freeway 101 loop, fair.	+
<b>Security</b> – Good visibility, adjacent uses with extended hours (McDonalds's across the street, shopping center and gas station on the northeast corner).	+
<b>Vehicular Access</b> – Access to the site for both cars and buses would be off of 91 <sup>st</sup> Avenue or Olive Avenue.	+
<b>Non-motorized Access</b> – No sidewalks on site, but sidewalks adjacent.	+
<b>Potential Design Constraints</b> – None at this time, site big enough for a 250-car lot.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 is within ¼ mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 101.	-
<b>Cost</b> – \$4,183,000 capital cost for 250-stall lot.	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Glendale, Sun City (County), Peoria	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

# 91st Avenue & Olive



**Figure 38: Site 11.4 – NE Corner of 91<sup>st</sup> and Olive Avenues – South Peoria Baptist Church**

**Table 38: Site 11.4 (NE Corner of 91<sup>st</sup> and Olive Avenues – South Peoria Baptist Church)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.78 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Peoria; zoned (RM-1) Multi-family Residential. Site located behind neighborhood commercial.	0
<b>Opportunities for Joint Use</b> – This is a joint use site. The existing use is a church (South Peoria Baptist Church). Site is not fully paved or developed.	+
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequency)	0
<b>Visibility of Lot from Road</b> – Visible from Olive and 91 <sup>st</sup> Avenues, not visible from freeway.	+
<b>Security</b> – Fair visibility, uses with extended hours (McDonalds's across the street, shopping center and gas station sharing corner).	+
<b>Vehicular Access</b> – Access to the site for both cars and buses would be from 91 <sup>st</sup> Avenue or from Olive Avenue.	+
<b>Non-motorized Access</b> – Sidewalks along roadway from adjacent neighborhoods.	+
<b>Potential Design Constraints</b> – Site is big enough for a 250-car lot, with some room for expansion.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with service station. Potential noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Low Income and Female Head of Household groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Loop 101 is within ¼ mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 101.	-
<b>Cost</b> – \$2,948,000 capital cost for 250-stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Glendale, Sun City (County), Peoria	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

# Peoria & 95th Avenue

SITE 11.5



Figure 39: Site 11.5 – SE Corner of 95<sup>th</sup> and Peoria Avenues

**Table 39: Site 11.5 (SE Corner of 95<sup>th</sup> and Peoria Avenues)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 14.87 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – County; zoned (Rural-43) Rural-1 Acre/DU. Existing residential to south, and Loop 101 adjacent to the site.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM, with 30 minute frequency)	0
<b>Visibility of Lot from Road</b> – Visibility good from 95 <sup>th</sup> and Peoria Avenues, good from freeway.	+
<b>Security</b> – Good visibility, adjacent uses' views blocked by walls.	0
<b>Vehicular Access</b> – Buses would use the southbound on ramp for access into the site. Cars would use Peoria or 95 <sup>th</sup> Avenue for access.	+
<b>Non-motorized Access</b> – No walkways on site, but connections adjacent to site.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Loop 101 is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 101 and I-10	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are programmed on Loop 101	-
<b>Cost</b> – \$3,823,000 capital cost for 250-stall lot.	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Glendale, Sun City (County), Peoria	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to distance north	0

# 59<sup>th</sup> Avenue and Myrtle

Site 11.6



**Figure 40: Site 11.6 - SW corner of 59<sup>th</sup> Avenue and Myrtle Avenue**



**Table 40: Site 11.6 (59<sup>th</sup> and Myrtle Avenue)**

	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – up to 12 acres; site limited to block	+
<b>Land Use Compatibility/Regulatory Issues</b> – land use compatible	+
<b>Opportunities for Joint Use</b> – possible evening/weekend use by Catlin Historic District, Civic Center	+
<b>Availability of Express Bus Service</b> – Express route 570 (Glendale) links site with Central Avenue corridor, downtown Phoenix and the Capitol complex via Northern Avenue and I-17 (2 trips in peak direction). Site vicinity also served by Route 24 (serving Glendale Avenue and 24 <sup>th</sup> Street) and Route Y (serving Grand Avenue, downtown Phoenix, and Tempe/ASU)	+
<b>Visibility of Lot from Road</b> – highly visible from Myrtle and 59 <sup>th</sup>	+
<b>Security</b> – good visibility, residential and commercial businesses.	+
<b>Vehicular Access</b> – Access to the site for buses would be from existing bus zones on 59 <sup>th</sup> Avenue and potential new zones on Myrtle. Access to/from Grand via 59 <sup>th</sup> .	+
<b>Non-motorized Access</b> – sidewalks adjacent to site on all sides.	+
<b>Potential Design Constraints</b> – Possible sound barriers adjacent to remaining residential units on block.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. Title VI/Environmental Justice concerns to be determined. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Grand Avenue within 2 blocks of site; site is 4 miles west of I-17; 5 miles east of Loop 101.	-
<b>Location Relative to Congestion</b> – Site is within midpoint of congestion on I-17	0
<b>Access to HOV Lanes and Ramps</b> – 4 miles to nearest HOV lanes via arterial	-
<b>Cost</b> – estimate of \$3,368,000	+
<b>Cost-effectiveness</b> –	+
<b>Jurisdictional Support</b> – Glendale	0
<b>Community Issues</b> – none known at this time.	0
<b>Demand</b> – Highest potential for serving central Grand Ave. corridor.	+

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## Target Area 12/13<sup>1</sup> (Loop 101 near 59<sup>th</sup>/75<sup>th</sup> Avenues)

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost.

The evaluation summary is presented in Table 40. The evaluation of the five sites in this target area resulted in the following rankings:

Site 13.2 is the highest ranked site in this target area, though it is also the most costly. Demand is high, expansion room is available, and joint use and/or development with the adjacent University is a potential, good access, high visibility. Joint development could result in a lower cost than estimated. Site 13.3 has many of the same attributes as 13.2, except for joint use opportunities. Potential community concerns due to proximity to residential area is a caution.

Site 13.4 is the next highest ranked site. The concern here is visibility for inbound traffic and its impact on demand.

Site 13.1 is the next highest ranked site. It would be THE highest ranked site if it were larger. The 150-stall capacity is not sufficient to meet estimated demand in this combined target area.

Site 13.5 is the next highest ranked site. As a potential joint-use site, it has merit as a secondary lot in this target area, serving the western portion of the area. It lacks the proximity to the I-17 HOV lanes, which rank the other sites higher.

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<sup>1</sup> Sites in this target area are numbered 13.1, 13.2, etc. due to the combining of the target area after separate site identification efforts. Most sites were in the what was formerly target area 13.

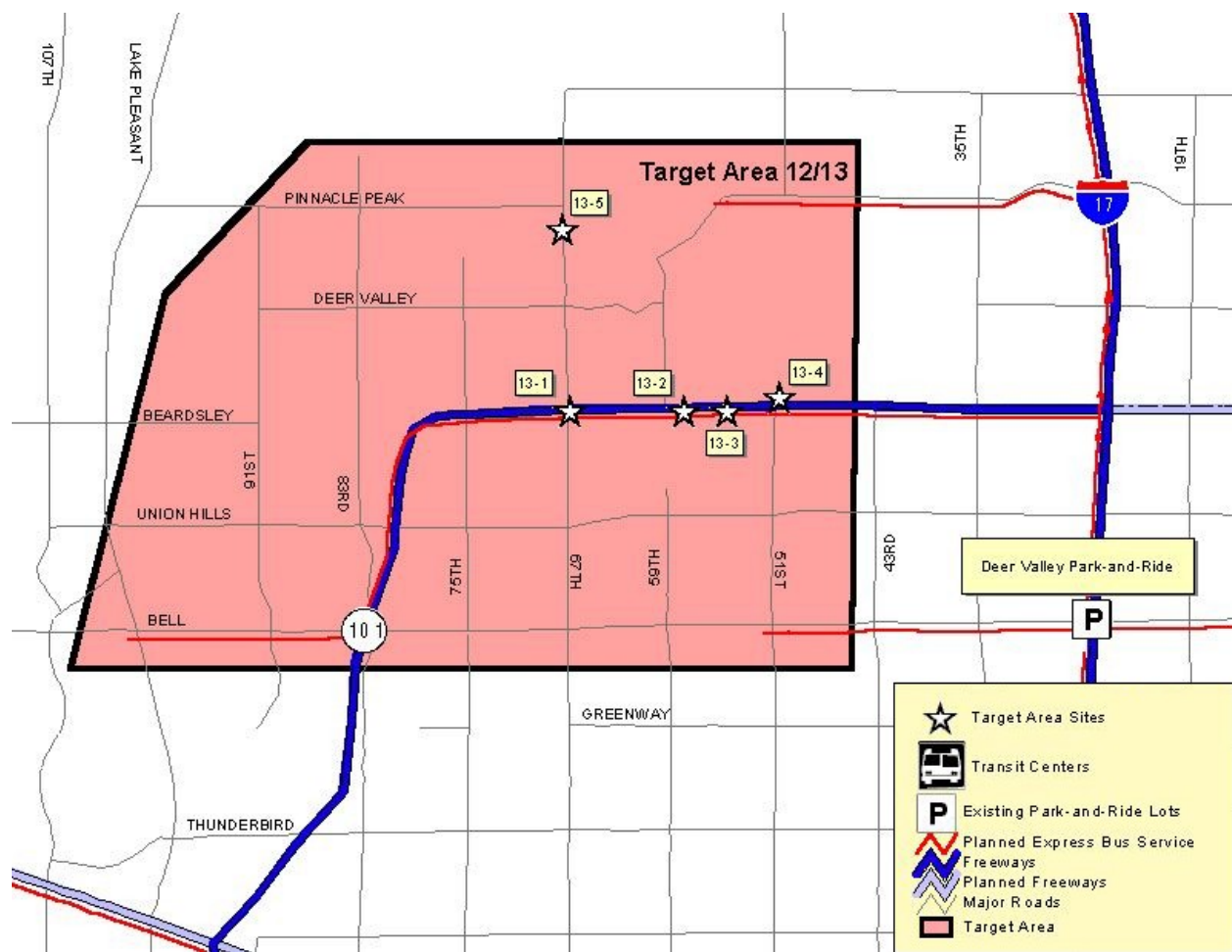


Figure 41: Target Area 12/13: Loop 101 near 59<sup>th</sup>/75<sup>th</sup> Avenues - Map

**Table 40: Target Area 12/13 – Loop 101 near 59<sup>th</sup>/75<sup>th</sup> Avenues - Evaluation Summary**

Criteria	Site 13.1 S. Beardsley & 67 <sup>th</sup> Ave.	Site 13.2 S. Beardsley & 59 <sup>th</sup> Ave.	Site 13.3 S. Beardsley & 55 <sup>th</sup> Ave. (ADOT)	Site 13.4 N. Beardsley & 51 <sup>st</sup> Ave.	Site 13.5 S. Beardsley & 73 <sup>rd</sup> Ave.
Available Land/Capacity and Potential for Expansion	-	0	0	0	0
Land Use Compatibility/Regulatory Issues	+	+	+	0	+
Opportunities for Joint Use	+	+	0	0	+
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	+	+	0	0
Security	+	+	0	+	0
Vehicular Access	+	+	+	+	+
Non-motorized Access	+	+	+	0	+
Potential Design Constraints	0	+	0	+	0
Environmental Considerations	0	+	+	+	+
Freeway Proximity	+	+	+	+	+
Location Relative to Congestion	+	+	+	+	+
Access to HOV Lanes and Ramps	0	0	0	0	-
Cost	+	-	0	+	+
Cost-effectiveness	-	-	-	0	
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	0	+	0
Demand	+	+	+	0	0
Ranking	3	1	1	2	4

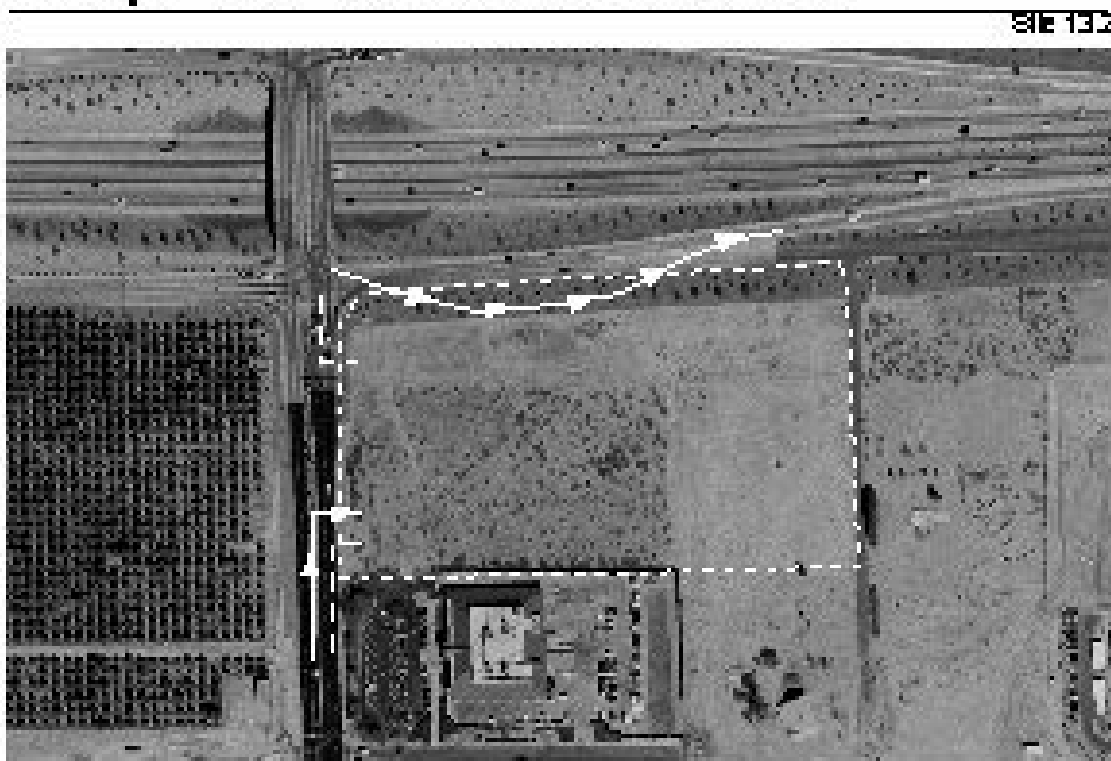
# Loop 101 & 67th Avenue



**Figure 42: Site 13.1 – SE Corner of Loop 101 Frontage Road (S. Beardsley) and 67<sup>th</sup> Avenue**

**Table 42: Site 13.1 (SE Corner of Loop 101 Frontage Road [S. Beardsley] and 67<sup>th</sup> Avenue)**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 2.47 Acres. No potential for expansion.	-
<b>Land Use Compatibility/Regulatory Issues</b> – Glendale; zoned (C-2) General Commercial. The parcel includes the potential for a regional center, general offices, and residential uses. Adjacent second-story residences along eastern edge of site.	+
<b>Opportunities for Joint Use</b> – Site is near Burger King, providing a basic level of security. Joint use with small shopping center to the south.	+
<b>Availability of Express Bus Service</b> – New express route on Loop 101, continuing via I-17 to Central Avenue Corridor and downtown Phoenix. Route would use S. Beardsley eastbound to access Loop 101 at 59 <sup>th</sup> Avenue. Outbound buses would exit at 67 <sup>th</sup> Avenue, cross under Loop 101, and access the site via S. Beardsley.	0
<b>Visibility of Lot from Road</b> – Site is adjacent to SR 101 frontage road.	+
<b>Security</b> – Good visibility from Beardsley, good visibility from freeway.	+
<b>Vehicular Access</b> – Access to site via 101 eastbound frontage road.	+
<b>Non-motorized Access</b> – SR 101 Frontage Road and 67 <sup>th</sup> Avenue sidewalks on 67 <sup>th</sup> Ave are installed, no sidewalks on the frontage road. Access to the site for pedestrians would be off of 67 <sup>th</sup> Avenue. Bike access would be from 67 <sup>th</sup> Avenue although there is no designated bike lane on 67 <sup>th</sup> Avenue.	+
<b>Potential Design Constraints</b> – Residential area to the east would require bus layover to be confined to the west area of the site.	0
<b>Environmental Considerations</b> – Adjacent second-story residences along eastern edge of site. Existing wheat stalks throughout area suggest previous/current agricultural use; however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and MP10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located adjacent to Loop 101.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on I-17.	+
<b>Access to HOV Lanes and Ramps</b> – No direct access to HOV lanes. Access to freeway would be at 67 <sup>th</sup> Ave and 51 <sup>st</sup> Ave on ramps.	0
<b>Cost</b> – \$2,599,000 capital cost for 150 stall lot.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, County, Phoenix, Glendale staff	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential due to north-south access	+



**Figure 43: Site 13.2 – SE Corner of Loop 101 Frontage Road (S. Beardsley) and 55<sup>th</sup> Avenue**



**Table 43: Site 13.2 (SE Corner of Loop 101 Frontage Road [S. Beardsley] & 59<sup>th</sup> Avenue**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 7.43 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Glendale; zoned (C-2/A-1) General Commercial/Agricultural. Existing Midwestern University nearby to south.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site. Joint use possible with Midwestern University. University could use the part of the Park and Ride lot during the evenings and on weekends.	+
<b>Availability of Express Bus Service</b> – New express route on Loop 101, continuing via I-17 to Central Avenue corridor and downtown Phoenix. Route would use S. Beardsley eastbound to access Loop 101 at either 59 <sup>th</sup> Avenue or, more likely, 51 <sup>st</sup> Avenue. Outbound buses would exit at 59 <sup>th</sup> Avenue, cross over Loop 101, and access the site via S. Beardsley.	0
<b>Visibility of Lot from Road</b> – Visibility from SR 101 frontage road.	+
<b>Security</b> – Visibility is good, adjacent site use open extended hours and busy flow of pedestrians.	+
<b>Vehicular Access</b> – Access to site from the 101 eastbound frontage road for both vehicle and bus access. Access from the freeway at 67 <sup>th</sup> Avenue and entrance back to the freeway at 51 <sup>st</sup> Avenue. Separate bus access directly off and on the 101 eastbound possible.	+
<b>Non-motorized Access</b> – Midwestern University site. Access to the park and ride for pedestrians would be off of 67 <sup>th</sup> Avenue and then through the University. The installation of sidewalks adjacent to the site would be required as well as through the university. Bike access would be from 67 <sup>th</sup> Avenue although there is no designated bike lane on 67 <sup>th</sup> Avenue.	+
<b>Potential Design Constraints</b> – None noted at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located adjacent to Loop 101.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on I-17.	+
<b>Access to HOV Lanes and Ramps</b> – No direct access to HOV lanes. No HOV lanes programmed for Loop 101 but close proximity to lanes on I-17.	0
<b>Cost</b> – \$5,973,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, county, Phoenix, Glendale	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand; good University draw	+

# 55th Avenue & Beardsley Road

Site 13.3



**Figure 44: Site 13.3 – SE Corner of L101 Frontage Rd. (S. Beardsley) and 55<sup>th</sup> Ave. (ADOT Property)**

**Table 44: Site 13.3 (SE Corner of Loop 101 Frontage Rd. [S. Beardsley] and 55<sup>th</sup> Ave. [ADOT Property])**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 7.27 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Glendale; zoned (A-1) Agricultural. Site is ADOT remnant parcel land. Power substation at the west end. Large power lines.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site. No commercial developments in the area so there is no opportunities for joint use at this time.	0
<b>Availability of Express Bus Service</b> – New express route on Loop 101, continuing via I-17 to Central Avenue corridor and downtown Phoenix. Route would use S. Beardsley eastbound to access Loop 101 at 51 <sup>st</sup> Avenue. Outbound buses would exit at 59 <sup>th</sup> Avenue, cross under Loop 101, and access the site via S. Beardsley.	0
<b>Visibility of Lot from Road</b> – Visibility from frontage road.	+
<b>Security</b> – Fair visibility, no adjacent uses.	0
<b>Vehicular Access</b> – Bus and car access to the site from the eastbound frontage road. Additional car access from Midwestern University to the south.	+
<b>Non-motorized Access</b> – Nearby bike lanes, on road pavement markings and signs only. ADOT remnant site at 55 <sup>th</sup> Avenue south of Beardsley – Access for pedestrians and bicycles would be through the subdivision to the south. No sidewalks or bike lanes exist on the frontage road.	+
<b>Potential Design Constraints</b> – Existing residential neighborhood to the south. Landscape buffer would be needed between residential neighborhood and park and ride lot. Also, bus pickup would need to be kept on the north end of the lot. Lighting would need to be shielded from the residential neighborhood. Access to the lot from the south would be blocked off to eliminate cut through traffic in the residential neighborhood.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and MP10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is adjacent to Loop 101.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on I-17.	+
<b>Access to HOV Lanes and Ramps</b> – No direct access to HOV lanes. No HOV lanes programmed for Loop 101 but can use HOV lanes on I-17.	0
<b>Cost</b> – \$5,103,000 capital cost for 250 stall lot.	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, County, Phoenix, Glendale	0
<b>Community Issues</b> – Neighborhood may have potential concerns.	0
<b>Demand</b> – Highest demand.	+

# 51st Avenue & Beardsley



**Figure 45: Site 13.4 – NE Corner of SR 101 Frontage Road (N. Beardsley) and 51<sup>st</sup> Avenue**

**Table 45: Site 13.4 (NE Corner of SR 101 Frontage Road [N. Beardsley] and 51<sup>st</sup> Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 9.91 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (RE-43) Single Family Residence 43,560 square foot lots minimum. Site near large residential area and Thunderbird Park.	0
<b>Opportunities for Joint Use</b> – No joint use at this time.	0
<b>Availability of Express Bus Service</b> – New express route on Loop 101, continuing via I-17 to Central Avenue Corridor and downtown Phoenix. Route would use 51 <sup>st</sup> Avenue southbound to S. Beardsley to access Loop 101. Outbound buses would exit at 51 <sup>st</sup> Avenue, with a potential direct access lane into the site.	0
<b>Visibility of Lot from Road</b> – Site is visible from main roads but not from freeway.	0
<b>Security</b> – Good visibility from north Beardsley and 51 <sup>st</sup> Avenue, poor visibility from freeway.	+
<b>Vehicular Access</b> – Bus and vehicle access via frontage road for westbound and access for eastbound using the 51 <sup>st</sup> Avenue exit. Possible bus only access for westbound entrance and exit to the park and ride lot.	+
<b>Non-motorized Access</b> – Hedgepeth Hills site - Access for pedestrians and bicycles would be from 51 <sup>st</sup> Avenue to the south and 51 <sup>st</sup> Avenue through the existing subdivision of Arrowhead Lakes to the north. No sidewalks or bike path presently exists on the frontage road or around the site. Installation of sidewalks would be required as part of the development and the connection to existing sidewalks to the north and south.	0
<b>Potential Design Constraints</b> – Night lighting should be shielded from residential property to the west.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located adjacent to Loop 101.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on I-17.	+
<b>Access to HOV Lanes and Ramps</b> – No direct access to HOV lanes. No HOV lanes programmed for Loop 101, but use of I-17 lanes a plus.	0
<b>Cost</b> – \$3,623,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – State, county, Glendale, Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Lower demand due to lack of in-bound visibility	0



**Figure 46. Site 13.5 – SW Corner of SR 101 Frontage Road (S. Beardsley) and 73<sup>rd</sup> Avenue**

**Table 46. Site 13.5 (SW Corner of SR 101 Frontage Road [S. Beardsley] and 73<sup>rd</sup> Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 10.3 acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Joint use site.	+
<b>Opportunities for Joint Use</b> – Joint use potential with the Dove of the Desert Church.	+
<b>Availability of Express Bus Service</b> – New express route on Loop 101, continuing via I-17 to Central Avenue Corridor and downtown Phoenix. Route would use 51 <sup>st</sup> Avenue southbound to S. Beardsley to access Loop 101. Outbound buses would exit at 51 <sup>st</sup> Avenue, with a potential direct access lane into the site.	0
<b>Visibility of Lot from Road</b> – Visibility fair from roads.	0
<b>Security</b> – visibility only fair, adjacent joint use only open on weekends.	0
<b>Vehicular Access</b> – Access for buses off the east bound SR 101 frontage road. Car access off of 73 <sup>rd</sup> Avenue and east bound frontage road.	+
<b>Non-motorized Access</b> – Sidewalks developed on site.	+
<b>Potential Design Constraints</b> – Sound buffer for adjacent residential zones.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – SR 101 is adjacent to the property.	+
<b>Location Relative to Congestion</b> – Upstream of congestion on Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for SR 101; longer distance from I-17 or I-10 HOV lanes than other sites.	-
<b>Cost</b> – \$4,325,000	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – State, County, Glendale, Phoenix	0
<b>Community Issues</b> - Dependent on agreement with church	0
<b>Demand</b> – lower demand due to being at western edge of target area	0

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## **Target Area 14/27<sup>2</sup> (Loop 101 near Cave Creek Road - SR-51 near Bell Road)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Site 27.3 is ranked the highest due to high demand, immediate proximity to the freeway and moderate cost.

Site 27.2 is the next highest ranked site in this target area. It also has good demand and offers joint development opportunities if the Church is interested.

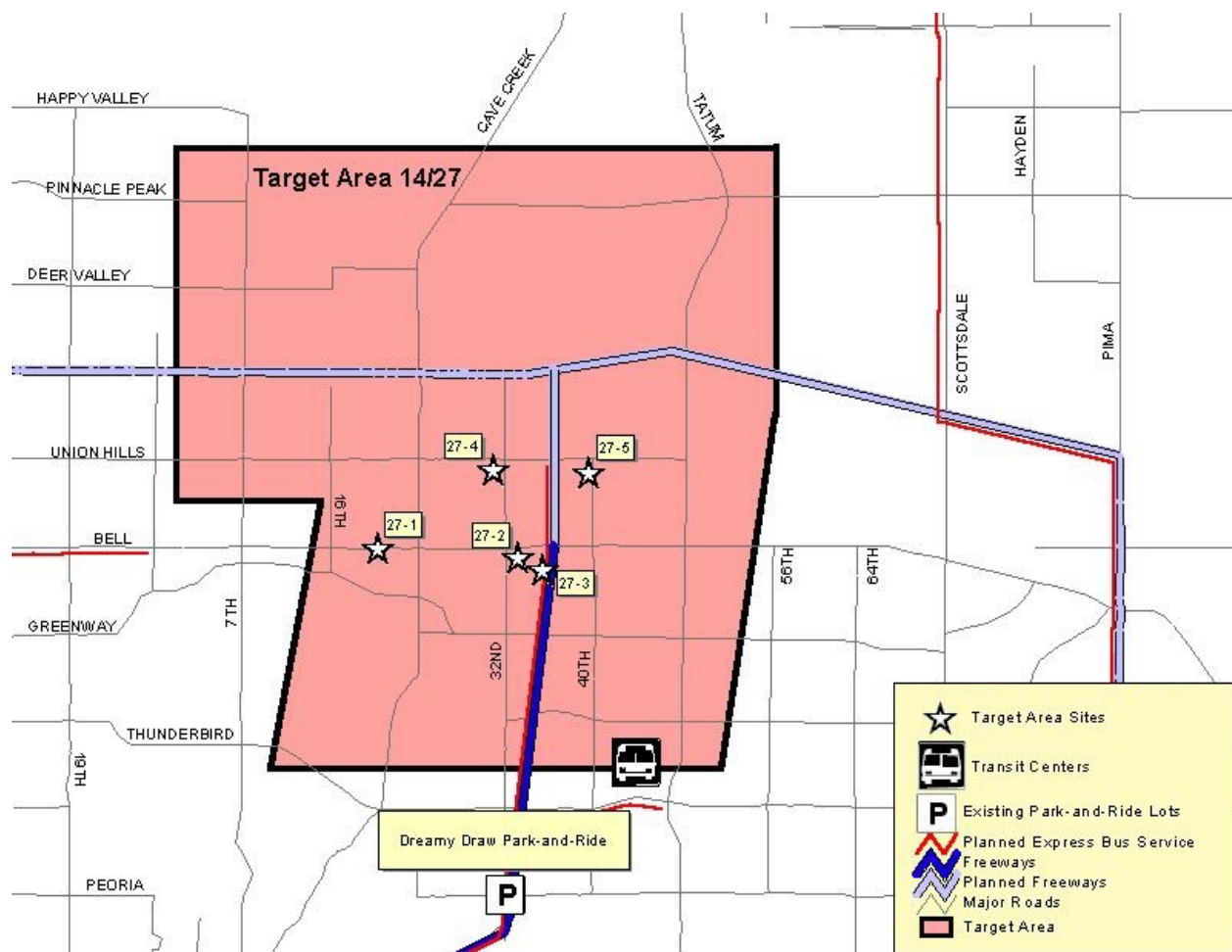
Site 27.4 is the next highest ranked site. Its demand is somewhat less than the above sites but, otherwise, has many of the characteristics of a successful park-and-ride lot.

Site 27.5 is the next highest ranked site. Its small size limits its ability to meet the demand for this target area.

Site 27.1 is the next highest ranked site. Its location at the western edge of the target area limits its ability to serve target area.

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<sup>2</sup> Sites in this target area are numbered 27.1, 27.2, etc. due to the combining of the target area after separate site identification efforts. Most sites were in the what was formerly target area 27.

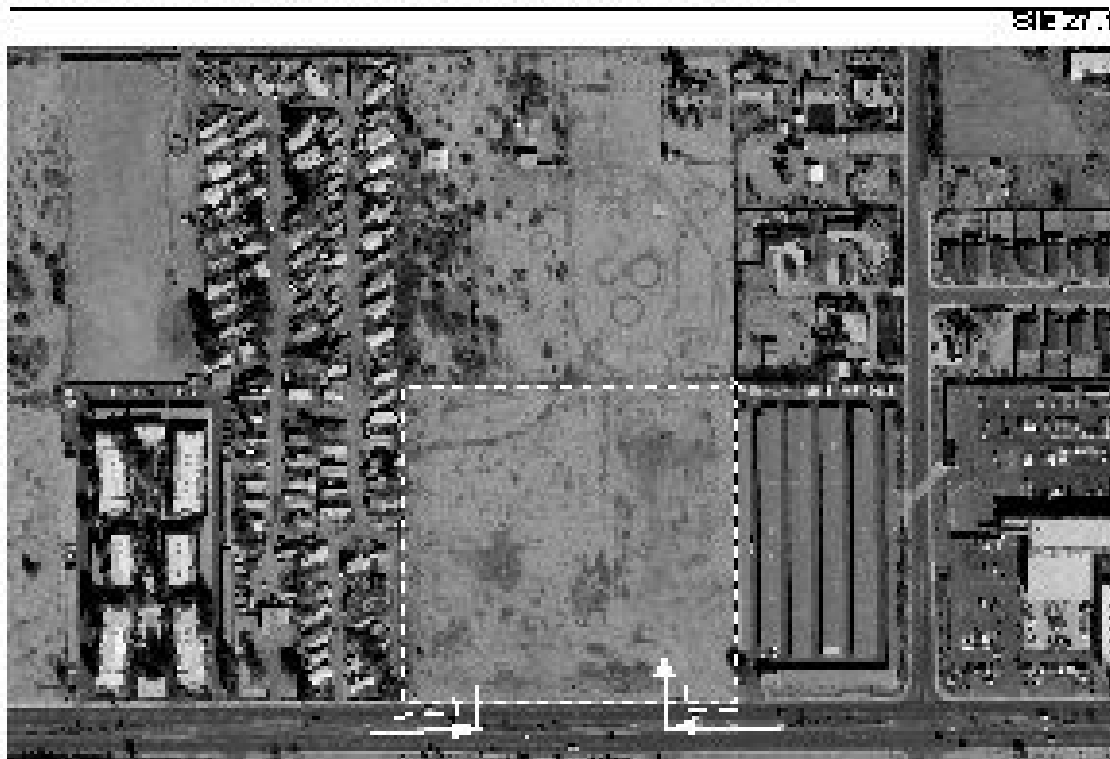


**Figure 47: Target Area 14/27: Loop 101 near Cave Creek Road – SR 51 near Bell Road - Map**

**Table 47: Target Area 14/27 – Loop 101 near Cave Creek Road – SR 51 near Bell Road**

Criteria	Site 27.1 21 <sup>st</sup> St. and Bell Road	Site 27.2 Bell Rd. and 34 <sup>th</sup> Way	Site 27.3 36 <sup>th</sup> St. and Bell Rd.	Site 27.4 32 <sup>nd</sup> St. and Union Hills Rd.	Site 27.5 40 <sup>th</sup> St. and Union Hills Rd.
Available Land/Capacity and Potential for Expansion	0	+	0	0	-
Land Use Compatibility/Regulatory Issues	0	0	+	+	+
Opportunities for Joint Use	0	+	0	+	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	+	+	+	+
Security	0	+	0	+	+
Vehicular Access	0	+	+	0	+
Non-motorized Access	+	+	+	+	+
Potential Design Constraints	0	0	0	0	0
Environmental Considerations	0	0	0	0	0
Freeway Proximity	-	+	+	0	0
Location Relative to Congestion	0	+	+	+	+
Access to HOV Lanes and Ramps	0	0	+	0	0
Cost	0	+	0	0	+
Cost-effectiveness	+	-	-	-	-
Jurisdictional Support	0	0	0	0	0
Community Issues	+	0	0	+	+
Demand	-	+	+	0	0
Ranking	5	2	1	3	4

# 21st Street & Bell Road



**Figure 48: Site 27.1 – NE Corner of 21<sup>st</sup> Street and Bell Road**

**Table 48: Site 27.1 (NE Corner of 21<sup>st</sup> Street and Bell Road)**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 8.26 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (C-O/R1-6) Commercial Office/Restricted Commercial/Single Family Residence 5.30 Dwelling/Acre Base Density. Site is surrounded by residential to north and east. Potential for joint use with future commercial area but none exists at this time.	0
<b>Opportunities for Joint Use</b> – No joint use potential on site.	0
<b>Availability of Express Bus Service</b> – A new express bus route to downtown Phoenix via SR 51. Route would travel on Bell Road to Bell Road interchange.	0
<b>Visibility of Lot from Road</b> – Visibility from Bell Road.	+
<b>Security</b> – Visibility from Bell Road good, adjacent residential uses screened off by walls.	0
<b>Vehicular Access</b> – Access for bus and vehicle access from Bell Road westbound and left turn lane for access eastbound. Trouble making eastbound turn from Park and Ride lot due to heavy traffic. Possible light at this intersection would be needed.	0
<b>Non-motorized Access</b> – 21 <sup>st</sup> Street and Bell-Pedestrian access would be on Bell Road were sidewalks currently exist except around the site. Sidewalks would be installed as part of the development of the site. Bike access would be on Bell Road; however, there are no bike lane designations on Bell Road.	+
<b>Potential Design Constraints</b> – Landscape and lighting buffers needed due to surrounding residential neighborhoods. Traffic light needed for eastbound Bell into the lot and east exit to SR 51.	0
<b>Environmental Considerations</b> – Adjacent residences along the northern edge of the site. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located 2 miles west of SR 51.	-
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on SR 51, though buses would need to travel in general traffic to freeway.	0
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes on SR 51 from on and off ramps at Bell Road. No direct access to the HOV lanes available.	0
<b>Cost</b> – \$4,823,000 for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand due to out of direction travel	-

# 34th Way & Bell Road



Figure 49: Site 27.2 – S Side of Bell Road and 34<sup>th</sup> Way – Church Site

**Table 49: Site 27.2 (S Side of Bell Road and 34<sup>th</sup> Way-Church Site)**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 11.57 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (R1-14/C-O) Single Family Residence 14,000 square foot lots minimum/Commercial Office Restricted Commercial. Site included an existing parking lot associated with a church. Adjacent vacant lot on the west surrounded by residential.	0
<b>Opportunities for Joint Use</b> – Opportunity for joint use with church and future AMC theatre across Bell Road. Joint use with existing church lot and proposed movie theater on the north side of Bell Road.	+
<b>Availability of Express Bus Service</b> – New express route to downtown Phoenix via SR 51 (could also serve existing Dreamy Draw P&R lot). Route would travel on Bell Road to the Bell Road interchange of SR 51.	0
<b>Visibility of Lot from Road</b> – Signal light existing, and site is visible from Bell Road.	+
<b>Security</b> – Visibility is fair, joint use of church and AMC provide constant activity.	+
<b>Vehicular Access</b> – Existing light at this location. Separate entrance to the lot possible for buses. Bus pickup needs to be close to Bell because of the existing residential neighborhoods surrounding the property.	+
<b>Non-motorized Access</b> – 34 <sup>th</sup> Way and Bell Road-Pedestrian access would be on Bell Road where sidewalks currently exist except around the site. Sidewalks would be installed as part of the development of the site. Bike access would be on Bell Road; however, there are no bike lane designations on Bell Road.	+
<b>Potential Design Constraints</b> – Would need to work with Church to minimize impact of entry roadway on church buildings, etc.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household and Mobility/Disability groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located ¼ mile west of SR 51.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on SR 51.	+
<b>Access to HOV Lanes and Ramps</b> – Direct access to HOV lanes not available. Bus would use normal on and off ramps at Bell Road and SR 51.	0
<b>Cost</b> – \$2,493,000 (not including land costs) for 250 stalls (assumes agreement with Church)	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, Phoenix	0
<b>Community Issues</b> – Potential concerns with the church.	0
<b>Demand</b> – Highest potential; near center of draw area	+

# 36th Street & Bell Road



**Figure 50: Site 27.3 – SW Corner of 36<sup>th</sup> Street and Bell Road**



**Table 50: Site 27.3 (SW Corner of 36<sup>th</sup> Street and Bell Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.78 Acres. Potential for expansion to surrounding lands if 36 <sup>th</sup> Street is rerouted to connect with Bell Road.	0
<b>Land Use Compatibility/Regulatory Issues</b> –Phoenix; zoned (R1-14/C-O) Single Family Residence 14,000 square foot lots minimum/Commercial Office Restricted Commercial. Site adjacent to SR 51, and will need to have 36 <sup>th</sup> Street re-routed to connect to Bell Road.	+
<b>Opportunities for Joint Use</b> – None at this time.	0
<b>Availability of Express Bus Service</b> – New express route to downtown Phoenix via SR 51 (could also serve existing Dreamy Draw P&R lot). Slip ramp to southbound SR 51 could potentially be provided at this location. Outbound service would exit at Bell Road; travel west to 36 <sup>th</sup> and access site (or could use southbound on-ramp to a stop adjacent to the site).	0
<b>Visibility of Lot from Road</b> – Visibility of site from Bell Road.	+
<b>Security</b> – Visibility fair from road, poor from freeway.	0
<b>Vehicular Access</b> – Access for buses southbound may be possible from the on ramp of SR 51 to Bell Road. Separate entrance for vehicles at 36 <sup>th</sup> Street. Access back to SR 51 for vehicles going north or south would use 36 <sup>th</sup> Street to Bell Road. Vehicles going east or west would use Bell Road from 36 <sup>th</sup> Street.	+
<b>Non-motorized Access</b> – 36 <sup>th</sup> Street and Bell Road-Pedestrian access would be on Bell Road where sidewalks currently exist except around the site. Sidewalks would be installed as part of the development of the site. Bike access would be on Bell Road; however, there are no bike lane designations on Bell Road.	+
<b>Potential Design Constraints</b> – Condemnation of existing house on the property may be required. Landscape and lighting buffers required to shield surrounding residential neighborhoods.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns observed with displacement of residence within site due to rerouting 36 <sup>th</sup> Street. Potential Title VI/Environmental Justice concerns noted with Female Head of Household and Mobility/Disability groups. Potential cultural resources will need to be addressed No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located adjacent to SR 51.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on SR 51.	+
<b>Access to HOV Lanes and Ramps</b> –No direct access to and from HOV lanes available. Bus would use normal on and off ramps at Bell Road and SR 51.	+
<b>Cost</b> – \$5,133,000 for 250 stall lot on 8 acres.	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, Phoenix	0
<b>Community Issues</b> – Potential concerns with private residence on site.	0
<b>Demand</b> – Highest potential	+

## 32nd Street & Bell Road



Figure 51: Site 27.4 – SW Corner of 32<sup>nd</sup> Street and Union Hills Road

**Table 51: Site 27.4 (SW Corner of 32<sup>nd</sup> Street and Union Hills Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 10.57 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (C-1/R-3) Neighborhood Commercial/Multi-Family Residence 14.5 Dwelling/Acre Base Density. Site located behind existing service station with surrounding residential.	+
<b>Opportunities for Joint Use</b> –Mobil On the Run on the corner. Possible joint use with potential commercial development.	+
<b>Availability of Express Bus Service</b> – New express route to Downtown Phoenix via SR 51 (could also serve Dreamy Draw P&R lot). Service via Union Hills Road to interchange with SR 51.	0
<b>Visibility of Lot from Road</b> – Good visibility from Union Hills and 32 <sup>nd</sup> street.	+
<b>Security</b> – Good visibility. Gas station provides basic level of safety by providing added all day and evening activity in area.	+
<b>Vehicular Access</b> – Entrance both off of 32 <sup>nd</sup> Street and Union Hills makes this site easily accessible for both buses and vehicles. Bus pickup and drop off will need to be close to 32 <sup>nd</sup> Street or Union Hills due to surrounding residential neighborhoods.	0
<b>Non-motorized Access</b> – 32 <sup>nd</sup> Street and Union Hills-Pedestrian access would be on Union Hills or 32 <sup>nd</sup> Street where sidewalks currently exist. Sidewalks would need to be constructed around the site with the development of the parcel. Bike access would be on Union Hills or 32 <sup>nd</sup> Street; however, there are no bike lane designations on Union Hills.	+
<b>Potential Design Constraints</b> – Landscape and lighting buffers needed for surrounding residential neighborhoods.	0
<b>Environmental Considerations</b> – Adjacent second-story residences along south and west edges. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Adjacent hazardous materials concerns associated with service station on corner. Likely noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located ½ mile west of proposed SR 51.	0
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on SR 51.	+
<b>Access to HOV Lanes and Ramps</b> –No direct access to HOV lanes available from this site.	0
<b>Cost</b> – \$4,593,000 for 250 stall lot on 8 acres	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – State, Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand due to more northerly location; not immediately adjacent to freeway	0

# 40th Street & Union Hills

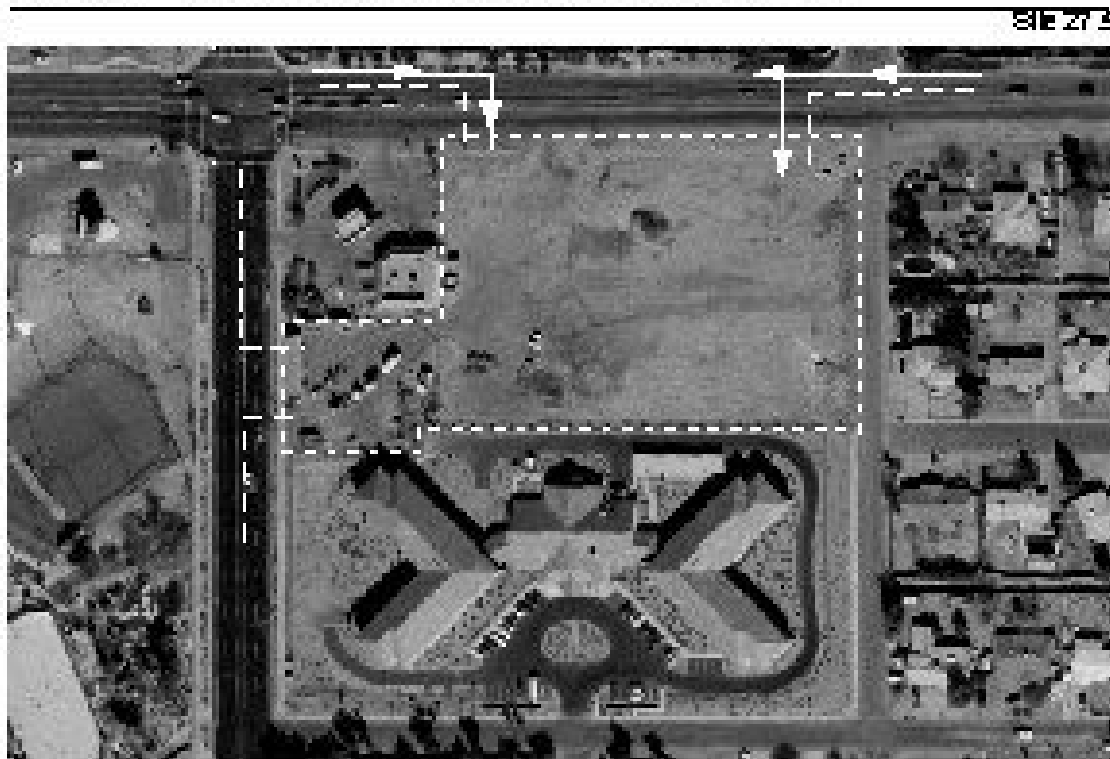


Figure 52: Site 27.5 – SE Corner of 40<sup>th</sup> Street and Union Hills Road

**Table 52: Site 27.5 (SE Corner of 40<sup>th</sup> Street and Union Hills Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 2.97 Acres. No potential for expansion.	-
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (P.S.C.) Planned Shopping Center. Site is located behind a service station with surrounding residential.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site. Circle K on the corner, apartments to the south, joint use options are limited.	0
<b>Availability of Express Bus Service</b> – New express bus route to Downtown Phoenix (could also serve Dreamy Draw P&R lot). Route would travel via Union Hills Road to interchange with SR 51.	0
<b>Visibility of Lot from Road</b> – Site is visible from main road.	+
<b>Security</b> – Good visibility, Circle K provides basic level of security with round-the-clock hours.	+
<b>Vehicular Access</b> – Direct bus and vehicle access from SR 51 from Union Hills. Vehicle access from the east using Bell Road to 40 <sup>th</sup> Street north. Access back to SR 51 or west Union Hills could use 40 <sup>th</sup> Street north to the light at Union Hills and then west back to SR 51.	+
<b>Non-motorized Access</b> – 40 <sup>th</sup> Street and Union Hills-Pedestrian access would be on Union Hills or 40 <sup>th</sup> Street where sidewalks currently exist. Sidewalks would need to be constructed around the site with the development of the parcel. Bike access would be on Union Hills or 40 <sup>th</sup> Street; however, there are no bike lane designations on Union Hills or 40 <sup>th</sup> Street.	+
<b>Potential Design Constraints</b> – Landscape and lighting buffers required for the surrounding residential neighborhood and apartments. Right turn lane could be used off Union Hills eastbound.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Adjacent hazardous materials concerns associated with service station on corner. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Site is located ½ mile east of SR 51.	0
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on SR 51.	+
<b>Access to HOV Lanes and Ramps</b> –No direct access to HOV lanes available from this site.	0
<b>Cost</b> – \$2,558,000 for 180 stalls on 2.9 acres.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Phoenix	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand due to more northerly location; not immediately adjacent to freeway	0

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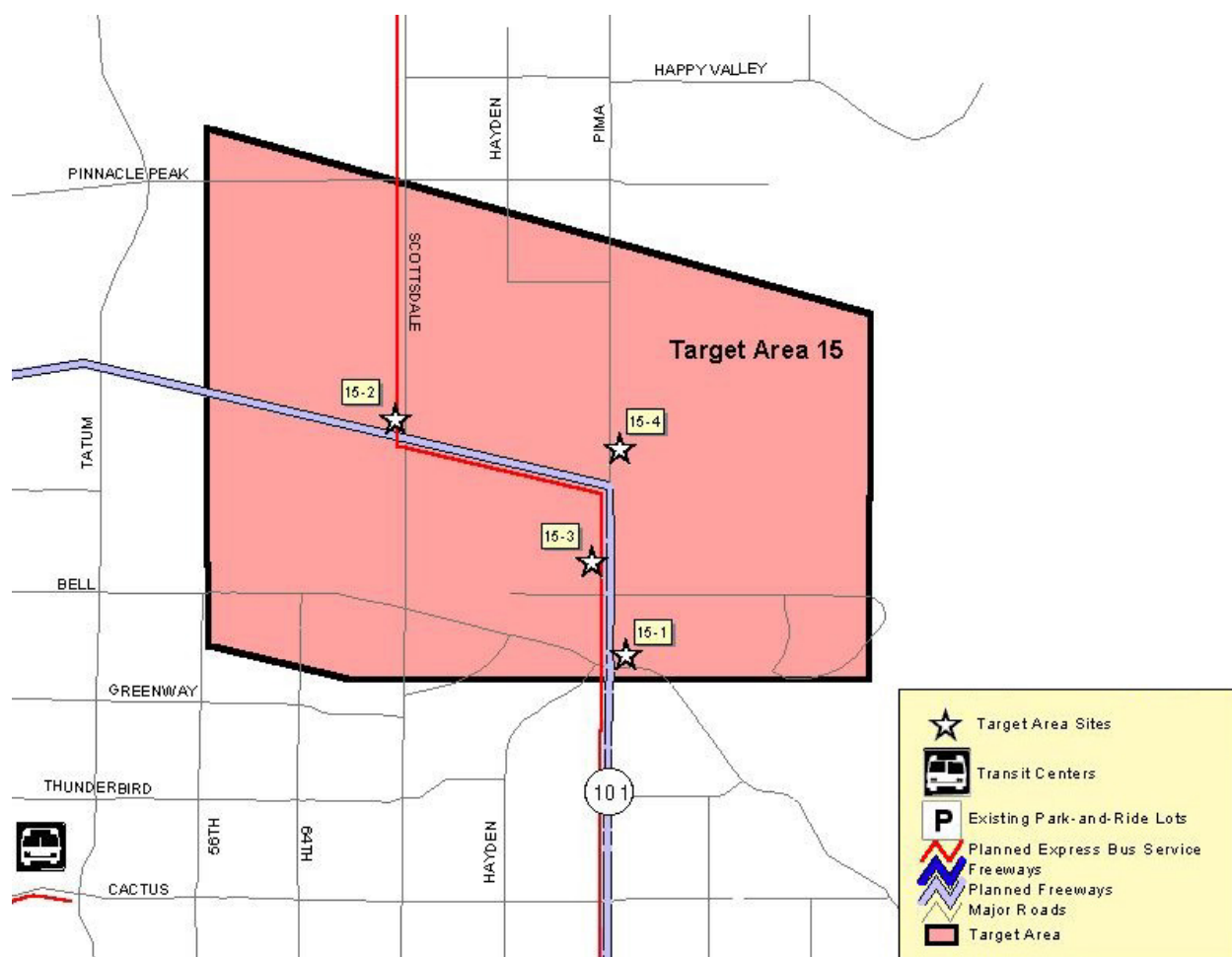
## **Target Area 15 (Loop 101 near Scottsdale Road)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 4 sites in this target area, the consultant team has prepared the following rankings:

Site 15.2 is the highest ranked site in this target area. Demand is high, expansion room is available, and the cost is the lowest of the non-joint development sites.

Sites 15.3 and 15.4 are the next highest ranked sites. The sites are expected to have somewhat less demand than 15.2 and lack expansion capacity.

Site 15.1 is the next highest ranked site. The major drawback of the site is the lack of visibility from surrounding streets which impacts demand. If this issue can be resolved, then this joint-development site would merit consideration due to its lower overall cost.



**Figure 53: Target Area 15: Loop 101 near Scottsdale Road - Map**



**Table 53: Target Area 15 – Loop 101 near Scottsdale Road - Evaluation Summary**

Criteria	Site 15.1 Canal & F.L. Wright	Site 15.2 Pima L 101 & Scottsdale Rd.	Site 15.3 Bell Rd & Pima Loop 101	Site 15.4 Downing- Olson & Loop 101
Available Land/Capacity and Potential for Expansion	0	+	0	0
Land Use Compatibility/Regulatory Issues	+	+	+	0
Opportunities for Joint Use	+	0	0	0
Availability of Express Bus Service	0	0	0	0
Visibility of Lot from Road	-	+	+	+
Security	+	+	+	+
Vehicular Access	0	0	+	+
Non-motorized Access	-	-	-	-
Potential Design Constraints	0	0	+	+
Environmental Considerations	0	+	+	+
Freeway Proximity	0	+	+	0
Location Relative to Congestion	+	+	+	+
Access to HOV Lanes and Ramps	-	-	-	-
Cost	+	-	-	-
Cost-effectiveness	-	0	0	0
Jurisdictional Support	0	0	0	0
Community Issues	+	+	+	+
Demand	-	+	0	0
Ranking	3	1	2	2

# Westworld

SITE 15.1



**Figure 54: Site 15.1 – Westworld – NE Corner of Canal/Frank Lloyd Wright**

**Table 54: Site 15.1 (Westworld – NE Corner of Canal/Frank Lloyd Wright)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 10.30 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (W-P) Western Theme Park District. Joint use as overflow with Westworld to shift from general parking that exists.	+
<b>Opportunities for Joint Use</b> – Joint use potential with Westworld	+
<b>Availability of Express Bus Service</b> – Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – No clear visibility from main road.	-
<b>Security</b> – Site will share joint use with Westworld.	+
<b>Vehicular Access</b> – Access for both vehicle and bus traffic would be north from the Frank Lloyd Wright interchange from the 101 freeway. Southbound traffic would need to access Frank Lloyd Wright and then use the north bound frontage road for access. Southbound traffic leaving the site would need to go north to the next interchange and then go south. A connection to Thompson Peak Parkway would be needed for this site.	0
<b>Non-motorized Access</b> – No non-motorized access.	-
<b>Potential Design Constraints</b> – Additional cost to provide access to Thompson Peak Parkway would be needed.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Section 4(f) concerns may be raised regarding Scottsdale's Westworld facility. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Access to the site via the northbound frontage road off Frank Lloyd Wright boulevard.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes planned for the Pima Freeway (101)	-
<b>Cost</b> – \$2,823,000 capital cost for 250 stall lot (no land cost included).	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Phoenix, Scottsdale	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand; difficult transit access negatively impacts demand	-

# Loop 101 & Scottsdale Road

SITE 15.2



**Figure 55: Site 15.2 – NW Corner of Pima Loop 101/Scottsdale Road**

**Table 55: Site 15.2 (NW Corner of Pima Loop 101/Scottsdale Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.29 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Phoenix; zoned (S-1) Ranch or Farm Residence. Completely undeveloped area of natural desert; construction of Pima Loop 101 to begin shortly.	+
<b>Opportunities for Joint Use</b> – No joint use potential.	0
<b>Availability of Express Bus Service</b> – Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Site would be visible from Scottsdale Road.	+
<b>Security</b> – Site visible from Scottsdale Road.	+
<b>Vehicular Access</b> – Access to the site for both north and south bound Scottsdale Road from the northbound on ramp to the Loop 101 Freeway. Access from the Loop 101 will access the site in the same manner. Exiting traffic will require an access point north of the site for north and south bound Scottsdale road as well as east bound Loop 101.	0
<b>Non-motorized Access</b> – No access currently exists. Sidewalks would need to be installed on Scottsdale road.	-
<b>Potential Design Constraints</b> – Access to the north of the site would be needed for vehicles exiting to the north and south on Scottsdale Road.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 is adjacent to the site	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are planned for this section of Loop 101.	-
<b>Cost</b> – \$4,903,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Scottsdale	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Loop 101 & Bell Road

SITE 15.3



**Figure 56: Site 15.3 – Triangle – NW Corner of Bell Road/Pima Loop 101/Princess Drive**

**Table 56: Site 15.3 (Triangle – NW Corner of Bell Road/Pima Loop 101/Princess Drive)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 4.95 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (I-1/PCD/ESL/[HD]) Industrial Park/Planned Community District/Environmentally Sensitive Lands/Hillside District. ADOT remnant parcel from Pima Loop 101 construction.	+
<b>Opportunities for Joint Use</b> – No joint use potential.	0
<b>Availability of Express Bus Service</b> – Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 (3 hours AM/PM 30 min frequency)	0
<b>Visibility of Lot from Road</b> – The lot should be visible from Princess, Pima and the 101	+
<b>Security</b> – The lot should be visible from Princess, Pima and the 101	+
<b>Vehicular Access</b> – Access would be from Bell for north, east and westbound traffic and from Princess/Pima for southbound traffic.	+
<b>Non-motorized Access</b> –None available at this time.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> –Adjacent to the Loop 101 (Pima).	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes programmed for the 101 at this time.	-
<b>Cost</b> – \$5,438,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Phoenix, Scottsdale.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand; dependent on future freeway access	0

# 87th Street & Raintree

SITE 15.4



**Figure 57: Site 15.4 – NW and SW Corners of Downing-Olson/I-101**



**Table 57: Site 15.4 (NW & SW Corners of Downing-Olson/I-101)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.94 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (O-S/PCD/ESL) Open Space District/Planned Community District/Environmentally Sensitive Lands. The area fronts the Water Campus Site.	0
<b>Opportunities for Joint Use</b> – No opportunities for joint use.	0
<b>Availability of Express Bus Service</b> – Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Visible from Pima Rd.	+
<b>Security</b> – The site is visible from Pima Rd.	+
<b>Vehicular Access</b> – Site accessible for north and south bound traffic on Pima Rd. Traffic Signal light at Downing-Olson. Vehicles on Loop 101 would exit onto Pima Road and then north to Downing -Olson	+
<b>Non-motorized Access</b> – Sidewalks and bike lanes are not available on Pima Road at this time.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 (Pima) located directly to the south of the site, within a mile.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are planned for Loop 101 (Pima) at this time.	-
<b>Cost</b> – \$5,963,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Scottsdale	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand; dependent on future freeway access	0

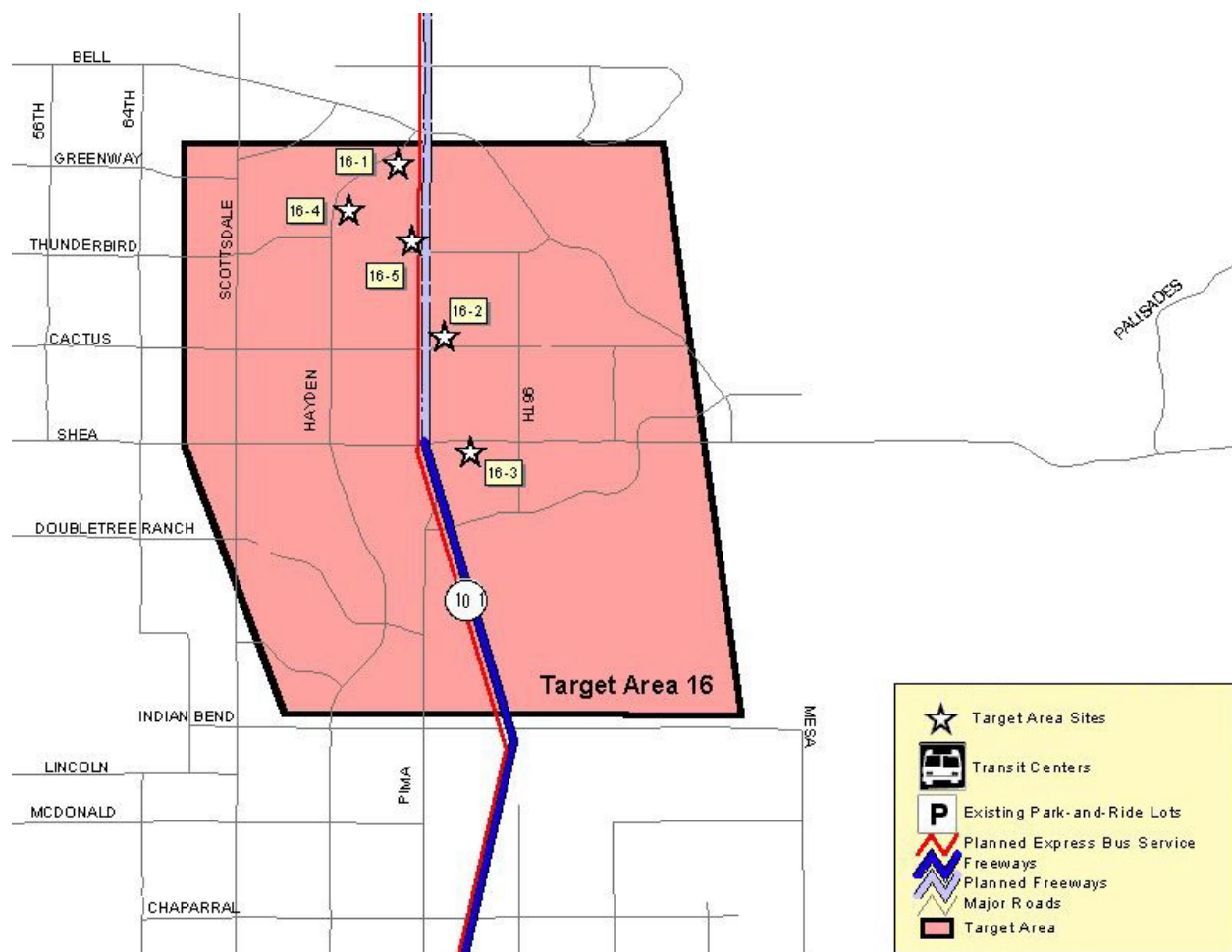
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## **Target Area 16 (Loop 101 near Shea Boulevard)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 16.2, 16.3 and 16.5 are the highest ranked sites in this target area. Demand is high and the development cost for sites 16.2 and 16.3 are lower than other sites. The major concern with all three sites is a lack of expansion opportunities, though decked facilities could be considered in the future. Site 16.2 is recommended for budgeting and programming purposes.

Sites 16.1 and 16.4 are the next highest ranked sites. Though demand and cost issues are of some concern, the sites have expansion capacity and, in the case of 16.4, may serve other transit needs of the City as well (intermodal facility).



**Figure 58: Target Area 16: Loop 101 near Shea Boulevard - Map**

**Table 58: Target Area 16 – Loop 101 near Shea Boulevard - Evaluation Summary**

Criteria	Site 16.1 Between Raintree and F. L. Wright & Frontage I-101	Site 16.2 Pima Loop 101 & Cactus Road	Site 16.3 Shea 7 92 <sup>nd</sup> St..	Site 16.4 Northsite Blvd. & Raintree	Site 16.5 Raintree & 87 <sup>th</sup>
Available Land/Capacity and Potential for Expansion	+	0	0	+	0
Land Use Compatibility/Regulatory Issues	+	0	+	+	+
Opportunities for Joint Use	+	0	+	0	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	+	0	+	+
Security	+	+	+	+	+
Vehicular Access	+	+	+	+	+
Non-motorized Access	-	-	-	-	+
Potential Design Constraints	+	0	+	+	+
Environmental Considerations	+	0	+	+	+
Freeway Proximity	+	+	0	0	+
Location Relative to Congestion	0	0	0	0	0
Access to HOV Lanes and Ramps	-	-	-	-	-
Cost	-	+	+	-	-
Cost-effectiveness	+	0	0	+	+
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	-	+	+	-	+
Ranking	2	1	1	2	1

# Northsite Boulevard

SITE 16.1



**Figure 59: Site 16.1 – Between Raintree and Frank Lloyd Wright/Frontage I-101**

**Table 59: Site 16.1(Between Raintree and Frank Lloyd Wright/Frontage I-101)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 34.71 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (C-2/C-3) Central Business District/Highway Commercial. The site is adjacent to Walmart and Wendy's on the northern edge and runs south adjacent to the Pima Loop 101 Frontage Road.	+
<b>Opportunities for Joint Use</b> – Joint use possible with adjacent shopping center	+
<b>Availability of Express Bus Service</b> – Route 511 express service from Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 would provide primary service to this site (3 hours AM/PM, 30 min frequency); Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 could provide supplemental service during peak periods or provide primary service during shoulder periods (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Visible from the southbound frontage road of the Loop 101 freeway	+
<b>Security</b> – Joint use possible with adjacent shopping center and visible from the freeway.	+
<b>Vehicular Access</b> – Access to the site for south and north bound Loop 101 traffic would be to exit at Frank Lloyd Wright Blvd. go south on the frontage road and then access Loop 101 at Raintree Dr.	+
<b>Non-motorized Access</b> – No non-motorized access	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 (Pima) freeway frontage road adjacent to the site	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loop 101	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for Loop 101 at this time.	-
<b>Cost</b> – \$8,053,000 capital cost for 250 stall lot on 8-acre parcel.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Scottsdale, Salt River Pima-Maricopa Indian Reservation.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand; off freeway, does not directly serve origins	-

# Loop 101 & Cactus Road

SITE 16.2



Figure 60: Site 16.2 – NE Corner of Pima Loop 101/Cactus Road



**Table 60: Site 16.2(NE Corner of Pima Loop 101/Cactus Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.80 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoning: Single Family Residence. Second story apartments to the south, and three residences to north taken for Pima Loop 101 construction.	0
<b>Opportunities for Joint Use</b> – None	0
<b>Availability of Express Bus Service</b> – Route 511 express service from Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 would provide primary service to this site (3 hours AM/PM, 30 min frequency); Route 510 express service from N. Scottsdale to downtown phoenix via Loop 101, Loop 202 and I-10 could provide supplemental service during peak periods or provide primary service during shoulder periods (3 hours AM/Pm, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Lot visible from Cactus Road.	+
<b>Security</b> –Site is visible from Cactus Road.	+
<b>Vehicular Access</b> – Access for north bound Loop 101 traffic would be at the northbound Cactus on ramp to Loop 101. Southbound traffic would exit Loop 101 at Cactus to access the site.	+
<b>Non-motorized Access</b> – No existing bicycle lanes/paths	-
<b>Potential Design Constraints</b> – Demolition of existing building.	0
<b>Environmental Considerations</b> – Three abandoned residences with construction of freeway (north), and second-story apartments (south) as potential noise receptors. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Loop 101 (Pima) freeway adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loop 101	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for the Loop 101 (Pima) freeway at this time.	-
<b>Cost</b> – \$5,048,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Scottsdale, Salt River Pima-Maricopa Indian Reservation	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

## 92nd St & Shea

SITE 16.3



**Figure 61: Site 16.3 – Scottsdale Memorial Hospital North, Shea/92<sup>nd</sup> Street**

**Table 61: Site 16.3 (Scottsdale Memorial Hospital North, Shea/92<sup>nd</sup> Street)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 4.50 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (O-S/PCD) Open Space District/Planned Community District. Site is adjacent to public library.	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with Memorial Hospital North.	+
<b>Availability of Express Bus Service</b> – Route 511 express service from Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 would provide primary service to this site (3 hours AM/PM, 30 min frequency). Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202, I-10 could provide supplemental service during peak periods or provide primary service during shoulder periods (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of lot from Road</b> – Visible only from 92 <sup>nd</sup> St.	0
<b>Security</b> – Joint use opportunity with Memorial Hospital North and visible from 92 <sup>nd</sup> St.	+
<b>Vehicular Access</b> – Access to the site would be from 92 <sup>nd</sup> St south of Shea Boulevard. A signal light currently exists at 92 <sup>nd</sup> St. and Shea.	+
<b>Non-motorized Access</b> – No existing bike paths/lanes	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 (Pima) located within 3/4 of a mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loop 101	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes are not scheduled for Loop 101 (Pima).	-
<b>Cost</b> – \$5,043,000 capital cost for 250 stall lot.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Scottsdale, Salt River Pima-Maricopa Indian Reservation	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand, though not as close to freeway as other sites	+

# Northsite Boulevard & Raintree

SITE 16.4



**Figure 62: Site 16.4 – NW Corner Northsite Boulevard/Raintree**

**Table 62: Site 16.4(NW Corner Northsite Boulevard/Raintree)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 13.88 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (C-O) Commercial Office. Adjacent commercial buildings.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 511 express service from Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 would provide primary service to this site (3 hours AM/PM, 30 min frequency); Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 could provide supplemental service during peak periods or provide primary service during shoulder periods	0
<b>Visibility of Lot from Road</b> – Site visible from both Raintree Dr. and Northsite Boulevard.	+
<b>Security</b> –High visibility from both Raintree Dr. and Northsite Blvd.	+
<b>Vehicular Access</b> – Access to the site would be from Thunderbird for both North bound and South bound Loop 101.	+
<b>Non-motorized Access</b> – No existing bike paths/lanes	-
<b>Potential Design Constraints</b> – None at this time	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 within 1/2 mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loop 101	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes are not programmed for Loop 101.	-
<b>Cost</b> – \$7,723,000 capital cost for 250 stall lot.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Scottsdale, Salt River Pima-Maricopa Indian Reservation	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand; off freeway; does not directly serve origins	-

# Northsite Boulevard & Loop 101

Site 16.5



Figure 63: Site 16.5 – SW Corner of Raintree/87th

**Table 63: Site 16.5 (SW Corner of Raintree/87<sup>th</sup>)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 6.94 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Scottsdale; zoned (I-1 POD/ C-2 PCD/C-O POD) Industrial Park/Central Business District Planned Community District/Commercial Office. The site is near a recently developed commercial area, Pima Loop 101.	+
<b>Opportunities for Joint Use</b> – No opportunities for joint use.	0
<b>Availability of Express Bus Service</b> – Route 511 express service from Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 would provide primary service to this site (3 hours AM/PM, 30 min frequency); Route 510 express service from N. Scottsdale to downtown Phoenix via Loop 101, Loop 202 and I-10 could provide supplemental service during peak periods or provide primary service during shoulder periods (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Visible from Raintree Dr.	+
<b>Security</b> –The site is visible from Raintree Dr.	+
<b>Vehicular Access</b> – Left turn median into the site. Cars and buses would use the southbound frontage road for access and then south to southbound Loop 101. North bound traffic would exit Raintree and back onto Raintree to northbound Loop 101.	+
<b>Non-motorized Access</b> –Access available for both pedestrians and bicycles using Raintree Dr.	+
<b>Potential Design Constraints</b> – None at this time	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> –Loop 101 freeway adjacent to the site	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loop 101	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for the Loop 101 at this time.	-
<b>Cost</b> – \$7,678,000 capital cost for 250 stalls site on 8 acres.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Scottsdale, Salt River Pima-Maricopa Indian Reservation	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest demand, though serves less of draw area than other sites	+

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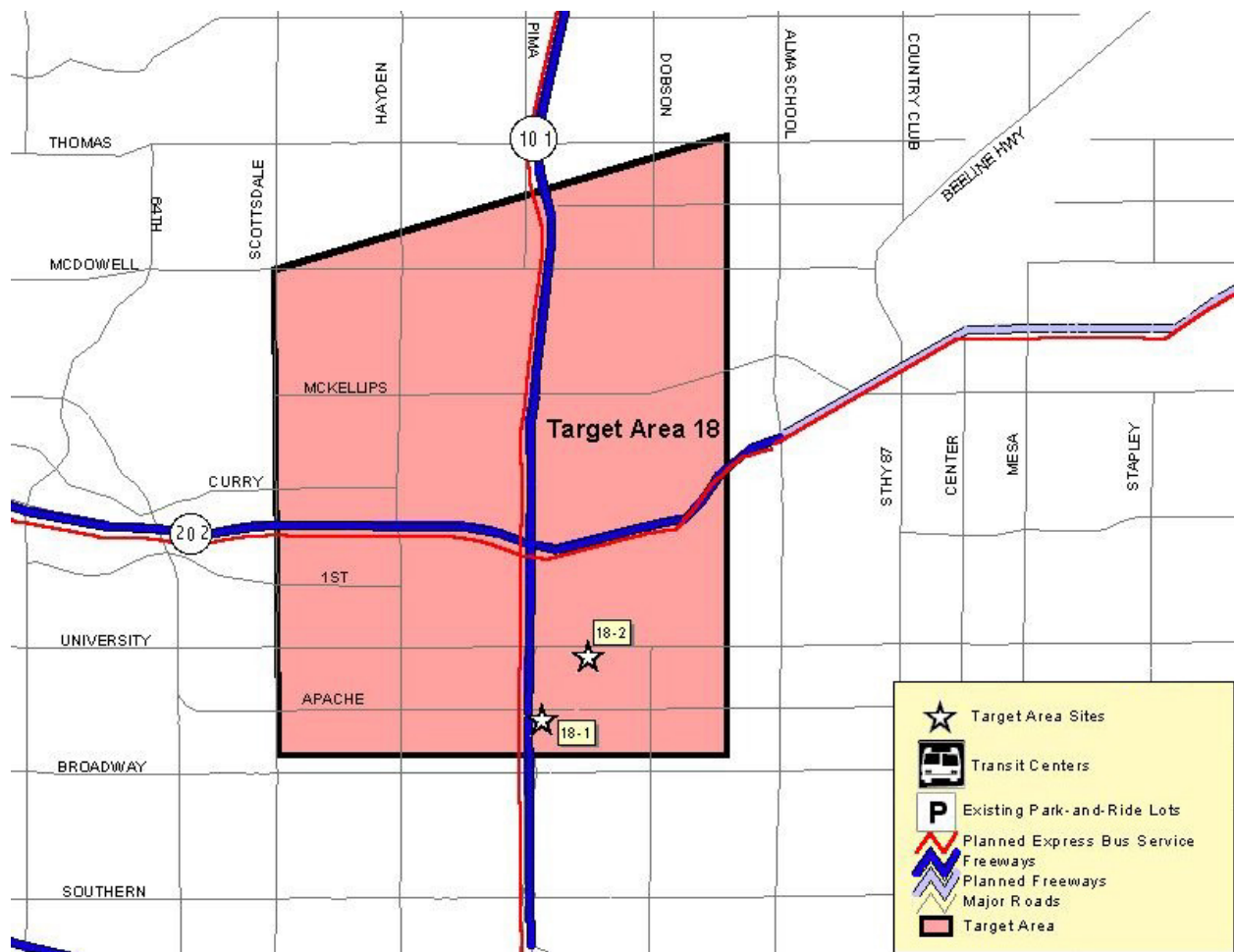
## **Target Area 18 (Loop 101 in Tempe; University/Broadway Area)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost.

Based on the evaluation of the 2 sites in this target area, the consultant team has prepared the following rankings:

Site 18.1 is the highest ranked site in this target area. Demand is high and the development cost on a per-stall basis is lower than for the other site. Future LRT connection is an important consideration. Future demand due to LRT may require a decked facility to meet demand.

Site 18.2 is the next highest ranked site. The site size results in only 180 spaces, which would not meet, projected demand. The site is also located off the expected LRT alignment.



**Figure 64: Target Area 18: Loop 101 in Tempe – University/Broadway Area - Map**

**Table 64: Target Area 18 – Loop 101 in Tempe – University/Broadway Area - Evaluation Summary**

<b>Criteria</b>	<b>Site 18.1 Between Broadway &amp; Apache, e/o 101</b>	<b>Site 18.2 Evergreen &amp; University</b>
Available Land/Capacity and Potential for Expansion	0	0
Land Use Compatibility/Regulatory Issues	+	0
Opportunities for Joint Use	0	+
Availability of Express Bus Service	+*	+*
Visibility of Lot from Road	0	+
Security	0	+
Vehicular Access	0	+
Non-motorized Access	0	+
Potential Design Constraints	0	0
Environmental Considerations	0	+
Freeway Proximity	0	0
Location Relative to Congestion	0	0
Access to HOV Lanes and Ramps	0	-
Cost	+	0
Cost-effectiveness	-	0
Jurisdictional Support	0	0
Community Issues	+	+
Demand	+	0
Ranking	1	2

# Red Mountain Field Office

SITE 18.1



**Figure 65: Site 18.1 – Linear Site Between Broadway and Apache Boulevard, E of 101**

**Table 65: Site 18.1 (Linear Site Between Broadway and Apache Boulevard, E of 101**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 4.54 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe; zoned (I-2) General Industrial. ADOT remnant parcel, adjacent to railroad bed and abandoned service station	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 533 express service from E. Mesa to downtown Phoenix; Route 534 express service from Power Road to downtown Phoenix; Route 535 express service from Greenfield Road to downtown Phoenix; Route 536 express service from Gilbert Road to downtown Phoenix; (all routes 3 hours AM/PM, 30 min frequency); eventual LRT service to Sky Harbor, downtown Phoenix and Central Avenue corridor; Red Line local service to downtown Tempe, Sky Harbor, downtown Phoenix	+*
<b>Visibility of Lot from Road</b> – Site may be visible from Apache Boulevard depending on the final location of the lot.	0
<b>Security</b> – The site is visible from the frontage road.	0
<b>Vehicular Access</b> – Access would be from the northbound frontage road or off of Apache Boulevard. North bound 101 traffic would use the Broadway exit and then use the frontage road north to the site. South bound 101 traffic would use University since there is no access to Loop 101 at Apache. East and westbound Apache would access to the east of the site with a separate entrance.	0
<b>Non-motorized Access</b> – No existing bike paths/lanes; pedestrian access available	0
<b>Potential Design Constraints</b> – Buffer required for adjacent residential neighborhood	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with abandoned service station and adjacent railroad. Likely noxious weeds involvement under Executive Order 13112 to be determined. Potential Title VI/Environmental Justice concerns noted with Low Income groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Loop 101 access located within 1/2 mile north or south of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loops 101 and 202	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes presently scheduled for Loop 101.	0
<b>Cost</b> – \$3,218,000 capital cost for 250 stall site.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Scottsdale, Tempe, Mesa	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# University & Evergreen

SITE 18.2



Figure 66: Site 18.2 – NW Corner of University/Evergreen

**Table 66: Site 18.2 (NW Corner of University/Evergreen)**

Criteria	Rating
<b>Available Land/Capacity and Potential for Expansion</b> – 2.97 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Tempe; zoned (R1-6) One Family Residential. Residences located west of site, and existing church building to north.	0
<b>Opportunities for Joint Use</b> – Possible joint use with adjacent LDS church.	+
<b>Availability of Express Bus Service</b> – Route 533 express service from E. Mesa to downtown Phoenix; Route 534 express service from Power Road to downtown Phoenix; Route 535 express service from Greenfield Road to downtown Phoenix; Route 536 express service from Gilbert Road to downtown Phoenix (all 3 hours AM/PM, 30 min frequency); eventual LRT service to Sky Harbor, downtown Phoenix and Central Avenue corridor; ( <i>Note: Off-freeway location would likely see only 2 of the above routes serving this site, providing 15 minute headways</i> ); Route 30 serves downtown Tempe	+*
<b>Visibility of Lot from Road</b> – Site is visible from University.	+
<b>Security</b> – The site is visible from University Rd.	+
<b>Vehicular Access</b> – Access for North bound and Southbound loop 101 would be at the University interchange. A street light presently exists at Evergreen for turns out of the site for eastbound travel.	+
<b>Non-motorized Access</b> – Bike lane on University Road and curvilinear sidewalk on the site.	+
<b>Potential Design Constraints</b> – Buffer required for adjacent residential area.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 within 1/2 mile of the site via University drive.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on Loops 101 and 202	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes presently scheduled for Loop 101.	-
<b>Cost</b> – \$3,369,000 capital cost for 180 stall site.	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Scottsdale, Temp, Mesa	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Near-term somewhat less; long term much lower due to lack of LRT	0

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## Target Area 20/21<sup>3</sup> - Loop 202 near Price/McQueen

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Site 20.5 is the highest ranked site in this target area for reasons of demand, proximity to freeway, expansion capacity and visibility.

Sites 20.2 and 20.4 are the next highest ranked sites due to demand and expansion capacity.

Site 20.3 is the next highest ranked site. Similar to 20.2 and 20.4, the site lacks expansion capacity, an important consideration in this fast growing area of the region. It does offer a joint use option, which is an important cost consideration.

Site 20.1 is the next highest ranked site. The major concern here is its inability to serve the demand of this target area due to its more eastern location.

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<sup>3 3</sup> Sites in this target area are numbered 20.1, 20.2, etc. due to the combining of the target area after separate site identification efforts. Most sites were in the what was formerly target area 20.

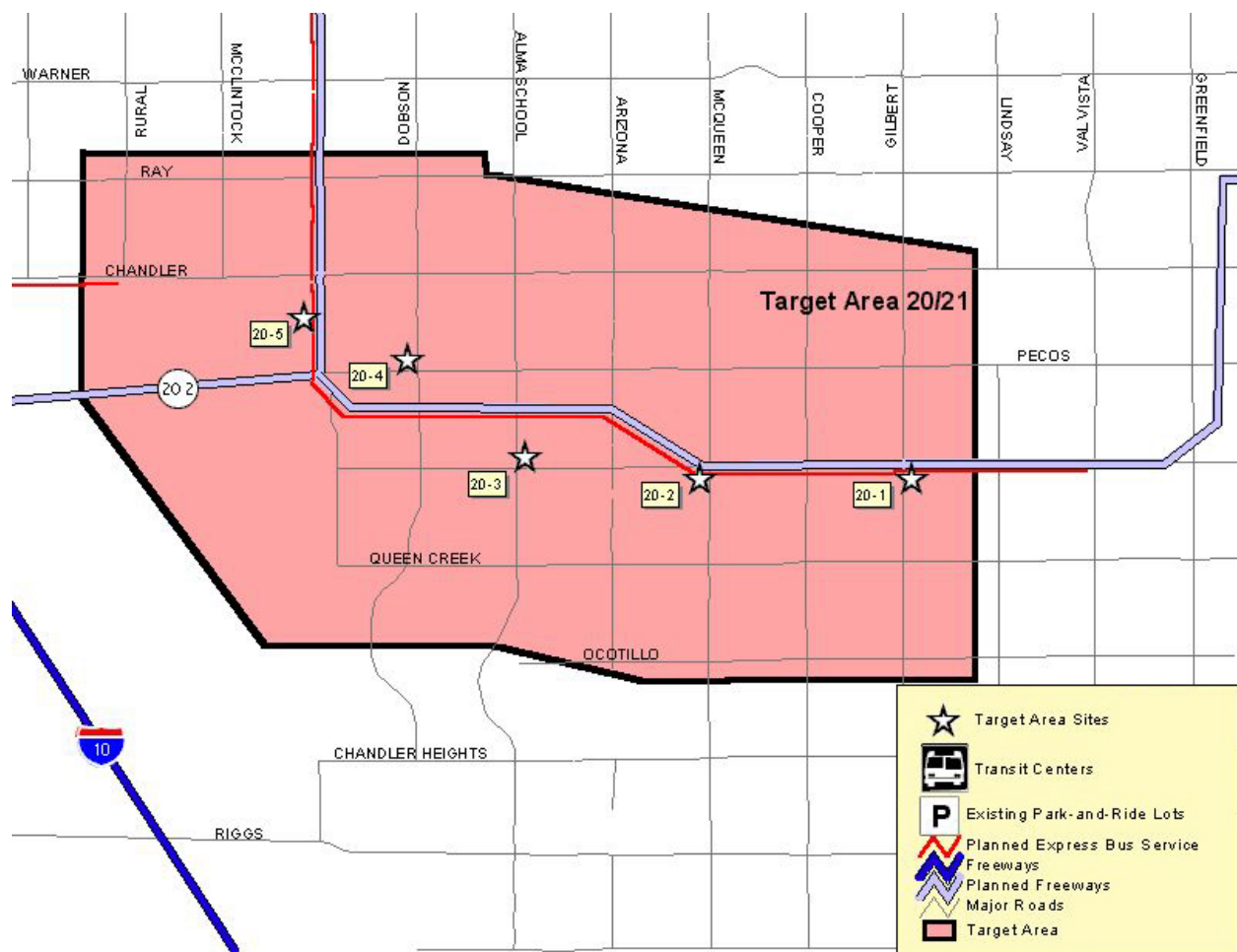


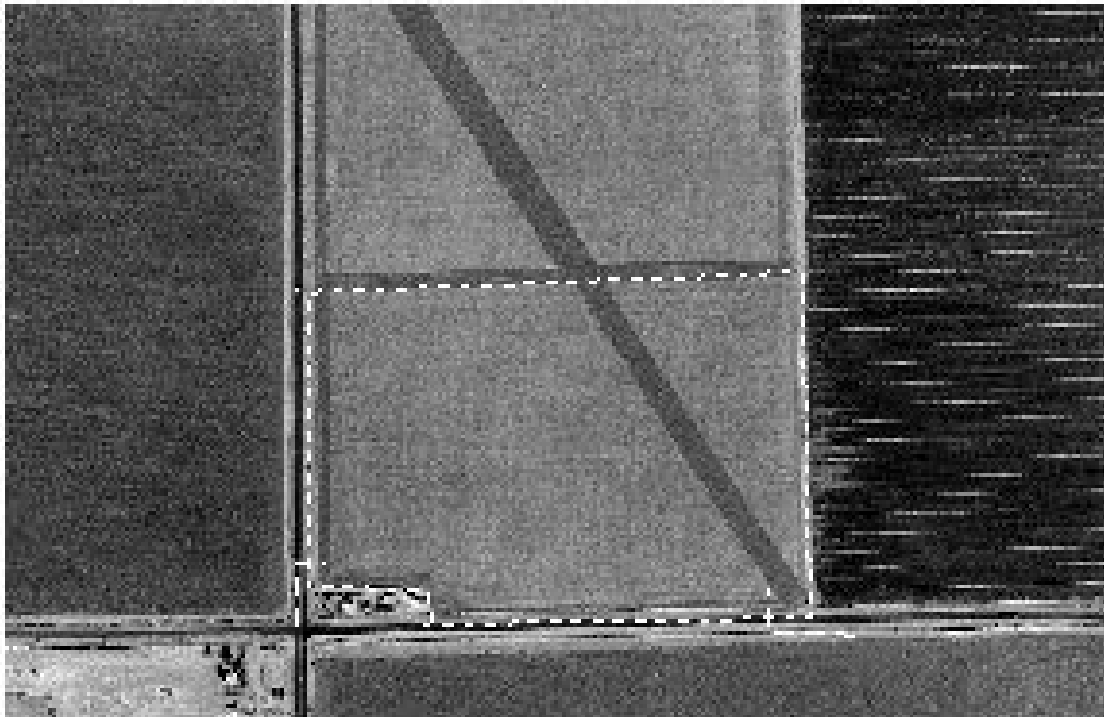
Figure 67: Target Area 20/21: Loop 202 near Price/McQueen - Map

**Table 67. Summary Target Area 20/21 – Loop 202 near Price/McQueen – Evaluation Summary**

Criteria	Site 20.1 Gilbert Rd. & Future Santan Freeway	Site 20.2 McQueen Rd. & Future Santan Freeway	Site 20.3 Alma School & Germann Roads	Site 20.4 Dobson & Pecos Roads	Site 20.5 Frye & Price Frontage Roads
Available Land/Capacity and Potential for Expansion	0	+	0	+	+
Land Use Compatibility/Regulatory Issues - Land Use Compatibility/Regulatory Issues	0	+	+	+	+
Opportunities for joint use	0	0	+	0	+
Availability of Express Bus Service	0	0	0	0	0
Visibility of lot from Road	+	0	0	+	+
Security	0	0	+	0	0
Vehicular Access	+	+	+	+	+
Non-motorized access	-	-	+	0	-
Potential design constraints	+	+	+	+	+
Environmental impacts	+	+	+	+	+
Freeway Proximity	+	+	+	0	+
Location Relative to Congestion	+	+	+	+	+
Access to HOV Lanes and Ramps	-	-	-	-	-
Cost	+	+	+	+	+
Cost-effectiveness	+	+	0	0	0
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	-	0	0	0	+
Ranking	4	2	3	2	1

# Gilbert Road & Santan Freeway

SIE 20.1



**Figure 68: Site 20.1: SE Corner of Gilbert Road/Future Santan Freeway**

**Table 68: Site 20.1 (SE Corner of Gilbert Road/Future Santan Freeway)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and potential for expansion</b> – 4.39 Acres. Potential for expansion to surrounding agricultural land.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Maricopa County; zoned (Rural-43) Rural – 1 Acre/DU. Existing agricultural and residential uses.	0
<b>Opportunities for joint use</b> – No opportunity for joint use at this time.	0
Availability of Express Bus Service – <b>Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM with 20 minute frequencies)</b>	0
<b>Visibility of lot from Road</b> – Visibility good from Gilbert Road and Santan Freeway.	+
<b>Security</b> – Visibility good, no adjacent uses.	0
<b>Vehicular Access</b> –Eastbound buses could use the eastbound on ramp to the 202 to access the site. Westbound buses would need to access the site off of Gilbert Road. Cars would access the site from Gilbert Road.	+
<b>Non-motorized access</b> – No sidewalks on site or adjacent.	-
<b>Potential design constraints</b> – None at this time	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is adjacent to the Santan Freeway.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 202 and Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 202.	-
<b>Cost</b> – \$3,018,000 capital cost for 250 stalls.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Maricopa County, Mesa, Gilbert, Chandler, Phoenix, Gila River Indian Community.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Low demand from combined target area due to being at eastern edge of area	-

# McQueen & Santan Freeway

SITE 20.2



**Figure 69: Site 20.2: SW Corner of McQueen Road/Future Santan Freeway**

**Table 69. Site 20.2: SW Corner of McQueen Road/Future Santan Freeway)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 13.57 Acres. Potential for expansion on site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Chandler; zoned (PAD) Planned Area Development. City of Chandler Water Distribution Center located adjacently south.	+
<b>Opportunities for Joint Use</b> – None at this time.	0
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM with 20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Somewhat visible from McQueen Road and Santan Freeway.	0
<b>Security</b> – Good visibility from adjacent roadways, no adjacent uses.	0
<b>Vehicular Access</b> – East bound buses on the Loop 202 would access the site from the westbound exit ramp at McQueen. Westbound buses and cars would access the site from McQueen.	+
<b>Non-motorized Access</b> – No sidewalks on site or adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is adjacent to Santan Freeway.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 202 and Loop 101	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 202.	-
<b>Cost</b> – \$3,278,000 capital cost for 250 stalls.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – – Maricopa County, Mesa, Gilbert, Chandler, Phoenix, Gila River Indian Community.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand; beyond midpoint of target area	0

# Alma School & Germann

SIE 20.3



**Figure 70: Site 20.3: NE Corner of Alma School/Germann Roads**



**Table 70. Site 20.3: NE Corner of Alma School/Germann Roads**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion – 8.14 Acres.</b> No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues –</b> Chandler; zoned (PAD) Planned Area Development. Chandler Christian Church is located within the site.	+
<b>Opportunities for Joint Use –</b> This is a joint use site. Church has a paved lot, lighting, striping.	+
<b>Availability of Express Bus Service –</b> Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM with 20 minute frequencies)	0
<b>Visibility of Lt from Road –</b> Fair visibility from Germann Road.	0
<b>Security –</b> Good visibility, joint use. Adjacent shopping center uses.	+
<b>Vehicular Access –</b> West bound buses on the 202 would access the site from the west bound off ramp. East bound buses would access the site from Alma School. Cars would access the site from Alma School	+
<b>Non-motorized Access –</b> Sidewalks developed on site and adjacent to site.	+
<b>Potential Design Constraints –</b> None at this time	+
<b>Environmental Considerations –</b> Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity –</b> Site is within ¼ mile of Santan freeway.	+
<b>Location Relative to Congestion –</b> Site is beyond congested area on Loop 202 and Loop 101	+
<b>Access to HOV Lanes and Ramps –</b> No HOV lanes are Scheduled for Loop 202	-
<b>Cost –\$3,543,000 capital</b> cost for 250 stalls.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support – –</b> Maricopa County, Mesa, Gilbert, Chandler, Phoenix, Gila River Indian Community.	0
<b>Community Issues –</b> None known at this time.	+
<b>Demand –</b> Moderate demand due to more easterly location	0

# Dobson & Pecos



**Figure 71: Site 20.4: NW Corner of Dobson/Pecos Roads**

**Table 71. Site 20.4: NW Corner of Dobson/Pecos Roads**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 38.38 Acres. Potential for expansion in to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Chandler; zoned (PAD) Planned Area Development. Adjacent agricultural lands.	+
<b>Opportunities for Joint Use</b> – None apparent at this time.	0
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM with 20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Pecos and Dobson.	+
<b>Security</b> – Good visibility, no adjacent uses.	0
<b>Vehicular Access</b> – Buses and cars would access the site form either Pecos or Dobson Road	+
<b>Non-motorized Access</b> – No sidewalks on site or immediately adjacent. Residential uses across Dobson.	0
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is within ½ mile of future Santan Freeway.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 101 (Price)	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Loop 202.	-
<b>Cost</b> – \$3,278,000 capital cost for 250 stalls.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – – Maricopa County, Mesa, Gilbert, Chandler, Phoenix, Gila River Indian Community.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to more easterly location	0

# Frye Road & Santan Freeway

SIE 20.5



**Figure 72: Site 20.5: SW Corner of Frye/Price Frontage Roads**

**Table 72. Site 20.5: SW Corner of Frye/Price Frontage Roads**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 54.40 Acres. Potential for expansion in to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Chandler; zoned (PAD) Planned Area Development. Along future regional mall site south of Pecos Road.	+
<b>Opportunities for Joint Use</b> – Potential joint use with regional mall.	+
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM with 20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Price Freeway and future Santan freeway, good visibility from Frye Road.	+
<b>Security</b> – Good visibility, currently no adjacent uses.	0
<b>Vehicular Access</b> – Cars and Buses could use the southbound frontage road of the Loop 101. Access to the site would be from Chandler Road or Pecos and then to the frontage road.	+
<b>Non-motorized Access</b> – No sidewalks adjacent to or on site. Residential is not adjacent to site.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is close to both future Santan and Price freeways.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 101 (Price)	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Loop 101.	-
<b>Cost</b> – \$3,543,000 capital cost for 250 stalls.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – – Maricopa County, Mesa, Gilbert, Chandler, Phoenix, Gila River Indian Community.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential due to proximity to Price Freeway	+

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## **Target Area 22 - Loop 202 near Power Road**

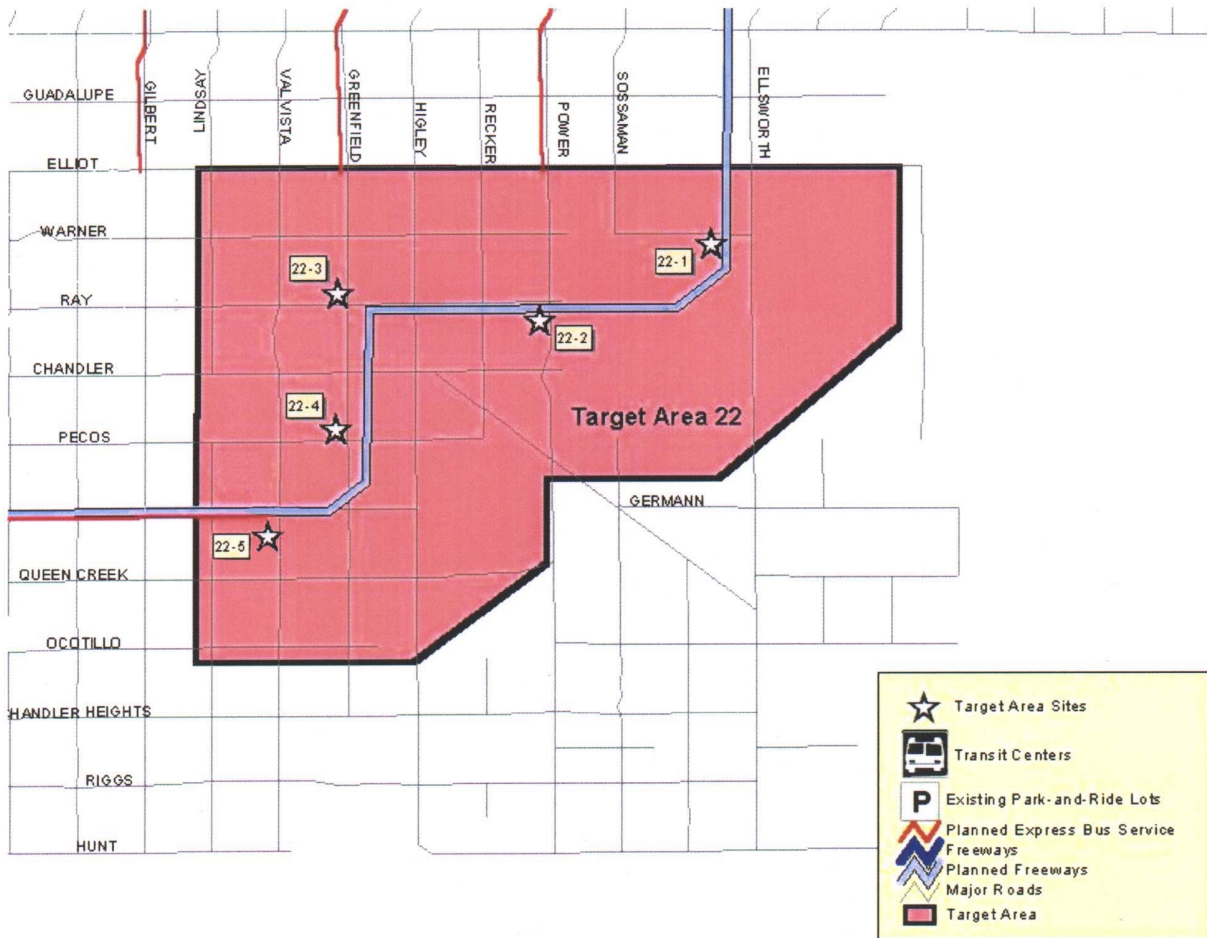
In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

All five sites in this target area show similar demand characteristics and have total development cost within 25% of the lowest cost (Site 22.2).

Sites 22.4 and 22.5 are ranked the highest due to their westernmost location along the future Santan Freeway, thus best serving the demand generated along the Santan. The sites also have room for expansion. Site 22.5 is recommended for budgeting and programming purposes.

Site 22.2 is the next highest ranked site in this target area. It has expansion room and no known special environmental issues.

Sites 22.1 and 22.3 are the next highest ranked sites. Site 22.3 has a limited site size, while 22.1 has a potential environmental justice issue.



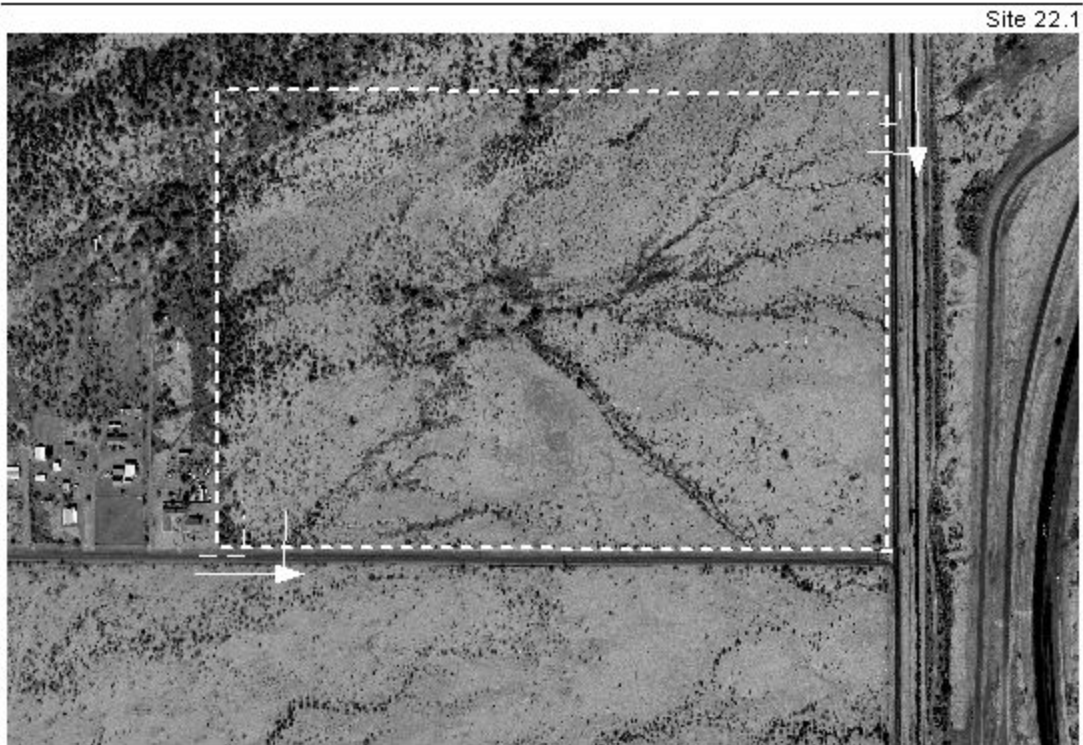
**Figure 73: Target Area 22: Loop 202 near Power Road - Map**



**Table 73: Target Area 22 - Loop 202 near Power Road - Evaluation Summary**

Criteria	Site 22.1 Santan Freeway @ Warner Road	Site 22.2 Santan Freeway @ Power Road	Site 22.3 Greenfield & Ray Roads	Site 22.4 Greenfield and Pecos Roads	Site 22.5 Val Vista & Germann Roads
Available Land/Capacity and Potential for Expansion	+	+	0	+	+
Land Use Compatibility/Regulatory Issues	0	+	+	+	+
Opportunities for Joint Use	0	0	+	0	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	+	+	0	+	+
Security	0	0	+	0	0
Vehicular Access	+	+	+	+	+
Non-motorized Access	-	-	+	-	+
Potential Design Constraints	+	+	+	+	+
Environmental Considerations	0	+	+	+	+
Freeway Proximity	+	+	+	+	+
Location Relative to Congestion	+	+	+	+	+
Access to HOV Lanes and Ramps	-	-	-	-	-
Cost	+	+	+	+	+
Cost-effectiveness	+	+	+	+	+
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	+	+	+	+	+
Ranking	3	2	3	1	1

# Ellsworth & Warner Road



**Figure 74: Site 22.1 – SW Corner of Santan Freeway at Warner Road**

**Table 74: Site 22.1 (SW Corner of Santan Freeway at Warner Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 8 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Maricopa County; (Rural-43) Rural – 1 Acre/DU. Primarily undeveloped.	0
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 534 express service extended east from Power Road to site could provide service to downtown Phoenix (3 hours AM and PM with 30 minute frequencies) OR Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Warner, future Santan.	+
<b>Security</b> – Good visibility, no adjacent land use.	0
<b>Vehicular Access</b> – Access to the site for buses would be from the southbound on ramp to the Santan Freeway. Access for cars would be from Warner Road.	+
<b>Non-motorized Access</b> – No walkways on site or adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted with surrounding housing (low income). Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Santan Freeway is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Santan.	-
<b>Cost</b> – \$3,018,000 capital cost for 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, County, Gilbert, Chandler, Mesa.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential; some duplication with target areas 29 and 30	+

# Power Road & Santan Freeway

Site 22.2



**Figure 75: Site 22.2 – SW Corner of Santan Freeway at Power Road**

**Table 75: Site 22.2 (SW Corner of Santan Freeway at Power Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 29.75 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – County; zoned (Rural-43) Rural 1 Acre/DU. Site surrounded by agricultural lands and some commercial.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 534 express service extended south to Ray could provide service to downtown Phoenix (3 hours AM and PM; 30 minute frequencies) OR Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Power Road and future Santan Freeway.	+
<b>Security</b> – Visibility good, no existing adjacent uses.	0
<b>Vehicular Access</b> – Buses would use the east bound of ramp to access the site traveling eastbound. Cars would access the site from Power Road.	+
<b>Non-motorized Access</b> – No walkways on site or adjacent.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is adjacent to the Santan Freeway.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Santan.	-
<b>Cost</b> – \$2,913,000 capital cost for 250-stall site on 8 acre parcel.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, County, Gilbert, Chandler, Mesa.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential; some duplication with target areas 29 and 30	+

# Crossroads Park

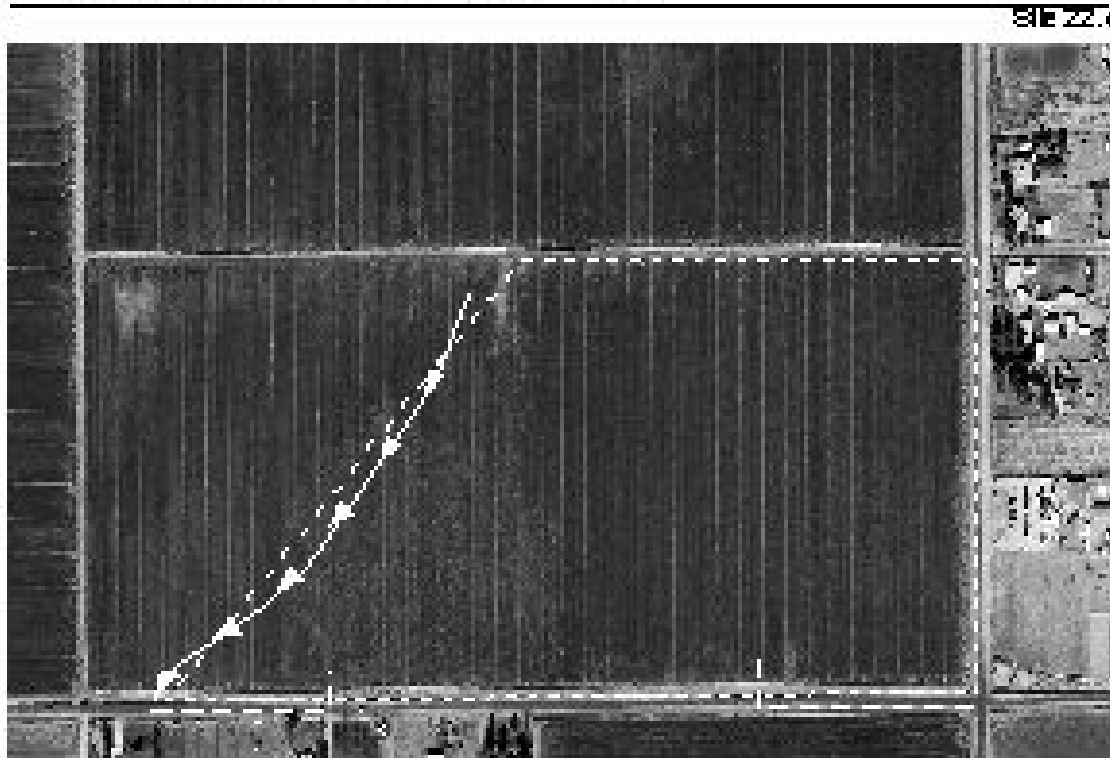


**Figure 76: Site 22.3 – NW Corner of Greenfield and Ray Roads – Accessed at Knox**

**Table 76: Site 22.3 (NW Corner of Greenfield and Ray Roads - Accessed at Knox)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 6.94 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Gilbert; zoned (P) Crossroads Park. Joint use with existing parking for public facility.	+
<b>Opportunities for Joint Use</b> – This is a joint use site. The existing parking lot with lighting could be used as a park and ride.	+
<b>Availability of Express Bus Service</b> – Route 535 express service extended south to Ray could provide service to downtown Phoenix (3 hours AM and PM with 30 minute frequencies) OR Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Fair visibility from Greenfield, good visibility from Knox. Limited visibility from Santan	0
<b>Security</b> – Good visibility, housing adjacent use is separated by canal.	+
<b>Vehicular Access</b> – Access to the site would be from Greenfield Road for both cars and buses.	+
<b>Non-motorized Access</b> – walkways along perimeter connecting residential park. Future multi-use path along canal.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential Section 4(f) concerns may be raised regarding Crossroads Park. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Santan Freeway is within ¼ mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Santan.	-
<b>Cost</b> – \$2,953,000 capital cost for 250-stall site on 8 acre parcel.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, County, Gilbert, Chandler, Mesa.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential; some duplication with target areas 29 and 30	+

# Greenfield & Pecos



**Figure 77: Site 22.4 – NW Corner of Greenfield and Pecos Roads**



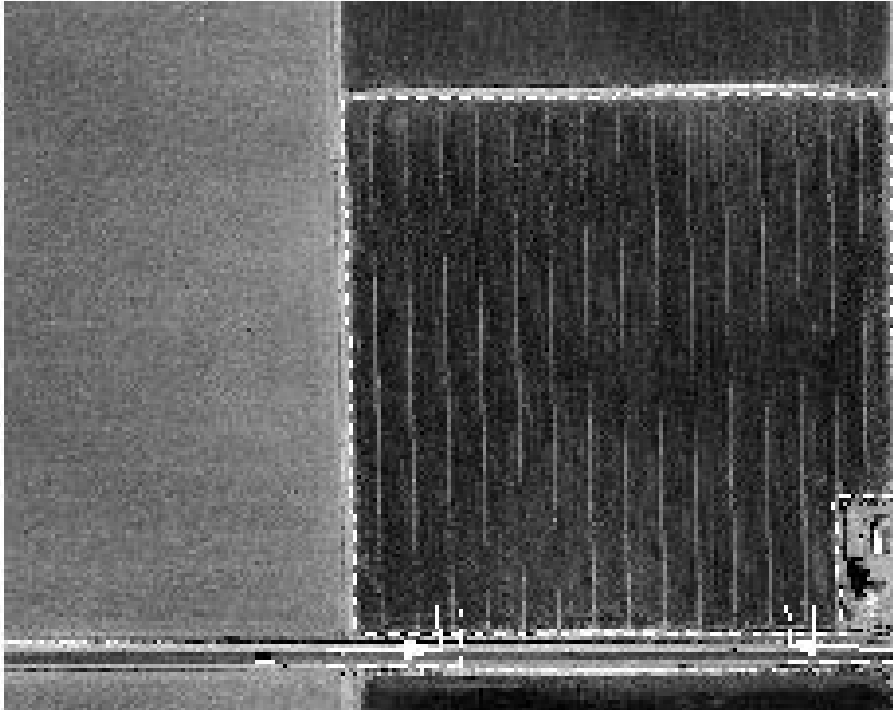
**Table 77: Site 22.4 (NW Corner of Greenfield and Pecos Roads)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 24.79 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – County; zoned (Rural-43) Rural – 1 Acre/DU. Site is currently agricultural, with future mall/shopping center south of Pecos. Site will be a remnant ADOT parcel from future Santan freeway.	+
<b>Opportunities for Joint Use</b> – None.	0
Availability of Express Bus Service – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM and PM; 20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Pecos and Greenfield, good visibility from Santan freeway.	+
<b>Security</b> – Good visibility, no adjacent uses.	0
<b>Vehicular Access</b> – Buses could use the west bound off ramp to access the site. Cars would use Pecos or Greenfield to access the site.	+
<b>Non-motorized Access</b> – No walkways on site, or adjacent to property.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Existing surface appearance lends to previous agricultural use, however, site is not likely to be subject to prime/unique farmland consideration. Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Santan is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Santan.	-
<b>Cost</b> – \$3,348,000 capital cost for 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, County, Gilbert, Chandler, Mesa. City of Gilbert request site.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential.	+

# Val Vista & Germann

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Site 22.5



**Figure 78: Site 22.5 - NW Corner of Val Vista and Germann Roads**

**Table 78: Site 22.5 (NW Corner of Val Vista and Germann Roads)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 33.05 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Count/Gilbert; zoned (Rural-43) Rural – 1 Acre/DU / (R1-43) Rural. Site located south of future Santan freeway.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10	0
<b>Visibility of Lot from Road</b> – Good visibility from Val Vista and Santan Freeway, fair visibility from Germann road.	+
<b>Security</b> – Good visibility, no adjacent land uses.	0
<b>Vehicular Access</b> – Buses would use the westbound on ramp to the Santan for access into the site. Cars would use either Val Vista or Germann Road for access.	+
<b>Non-motorized Access</b> – No walkways on site, walkways adjacent to site.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Santan Freeway is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for the Santan.	-
<b>Cost</b> – \$3,348,000 capital cost for 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – State, County, Gilbert, Chandler, Mesa.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

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## Target Area 23/24<sup>4</sup> (Loop 202 North near Gilbert)

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 23.2, 23.3 and 23.6 are ranked the highest due to their proximity to the freeway and higher demand potential. It should be noted that no land cost estimate is available for site 23.3 (Salt River Indian Community) though costs may be similar to that of the adjacent site (23.2) and, thus, comparable to the other sites. Site 23.6 is recommended for budgeting and programming purposes.

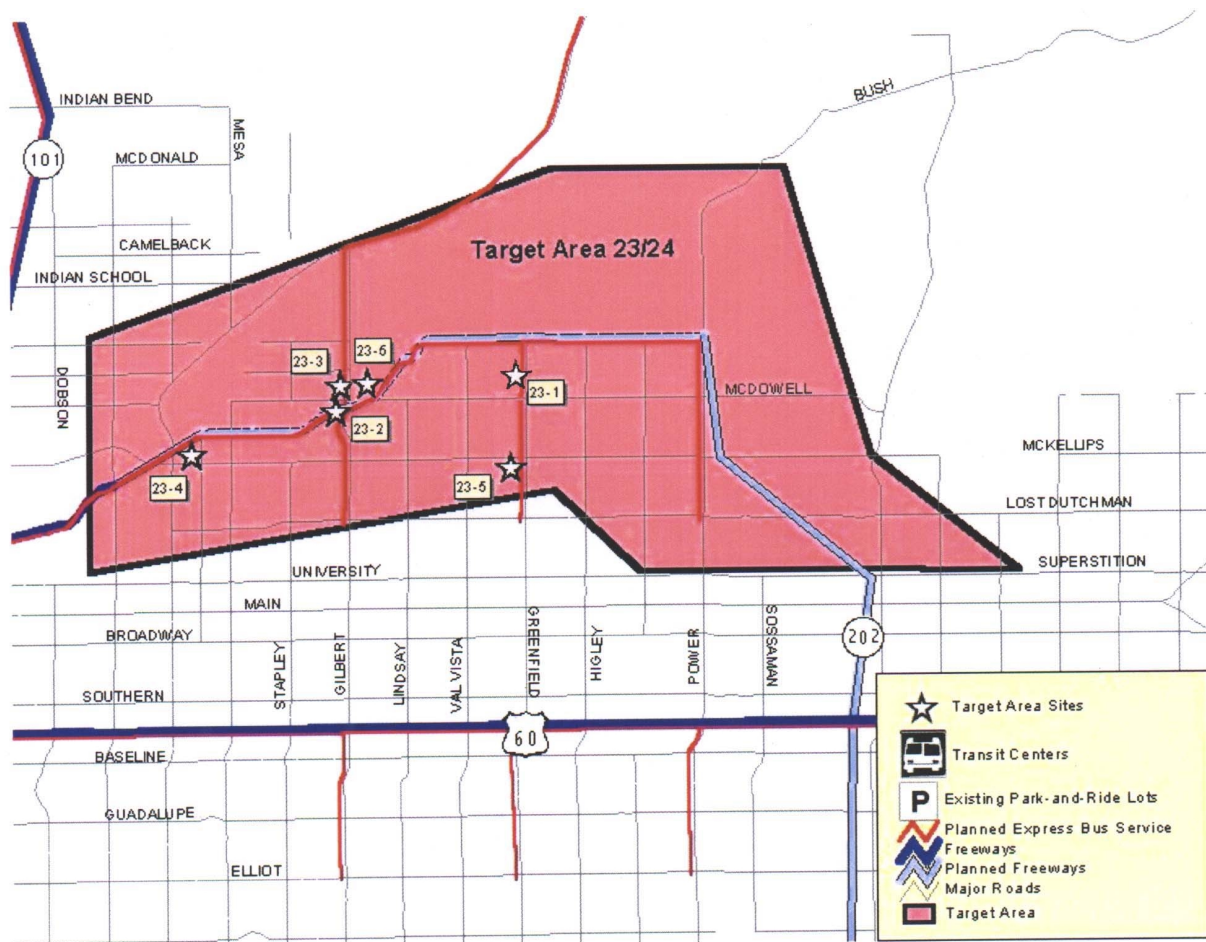
Site 23.4 is the next highest ranked site in this target area. It has similar characteristics to the above sites but lacks expansion capability.

Site 23.1 is the next highest ranked site. It primarily serves target area 24 and does not serve demand from the Beeline.

Site 23.5 is the next highest ranked site. There are access and environmental issues at this site; it does not serve target area 23 or Beeline traffic. Bus access to the freeway is more distant.

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<sup>4</sup> Sites in this target area are numbered 23.1, 23.2, etc. due to the combining of the target area after separate site identification efforts. Most sites were in the what was formerly target area 23.



**Figure 79: Target Area 23/24: Loop 202 North near Gilbert -Map**

**Table 79: Target Area 23/24 – Loop 202 North near Gilbert - Evaluation Summary**

Criteria	Site 23.1 Greenfield & Virginia	Site 23.2 Gilbert & McDowell	Site 23.3 Gilbert & McDowell	Site 23.4 Center & McKellips	Site 23.5 Greenfield & McKellips	Site 23.6 Gilbert & McDowell
Available Land/Capacity and Potential for Expansion	+	+	+	0	+	+
Land Use Compatibility/Regulatory Issues	+	0	-	+	+	0
Opportunities for Joint Use	0	0	0	0	+	0
Availability of Express Bus Service	0	+	+	+	0	+
Visibility of Lot from Road	0	0	+	+	-	0
Security	0	+	0	+	-	+
Vehicular Access	+	+	+	+	+	+
Non-motorized Access	-	-	-	+	0	-
Potential Design Constraints	+	+	+	0	0	+
Environmental Considerations	+	0	+	+	-	+
Freeway Proximity	+	+	+	+	0	+
Location Relative to Congestion	+	+	+	+	0	+
Access to HOV Lanes and Ramps	-	-	-	-	-	-
Cost	+	+	n/a	+	+	+
Cost-effectiveness	+	-	-	-	-	-
Jurisdictional Support	0	0	0	0	0	0
Community Issues	+	+	-	0	+	+
Demand	-	+	+	+	-	+
Rating	3	1	1	2	4	1

# Greenfield & Virginia



**Figure 80: Site 23.1 – City of Phoenix Water Treatment Plant – SW Corner of Greenfield/Virginia**



**Table 80: Site 23.1 (City of Phoenix Water Treatment Plant – SW Corner of Greenfield/Virginia)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 23.14 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (M-2) General Industrial. Site is surrounded by agricultural/undeveloped lands. City plans a Maintenance Yard and Park in the area. Located south of future Red Mountain freeway.	+
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 531 express service from Greenfield Road to downtown Phoenix (main route) (3 hours AM and PM with 30 minute frequencies). Secondary service could be provided by express route 532 from Power Road (20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Visibility from Greenfield is good, from future 202 will be only fair.	0
<b>Security</b> – Visibility is good, no surrounding land uses at this time.	0
<b>Vehicular Access</b> – Buses and cars would access the site from Greenfield. Possible direct access for buses of the east bound off ramp from the 202.	+
<b>Non-motorized Access</b> – No sidewalk along street or bike paths/lanes.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. Potential Section 4(f) concerns with adjacent future city park. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is adjacent to the Loop 202.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for this section of the 202.	-
<b>Cost</b> – \$3,648,000 cost for 250-stall site on 8 acre parcel.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Mesa, County	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – low to moderate demand; no traffic from NE; does not draw from target area 23	-

# Crismon Farm South

Site 23.2



**Figure 81: Site 23.2 – Crismon Farm South**

**Table 81: Site 23.2 (SW Corner of Gilbert/McDowell)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 11.90 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (R1-43) Suburban Ranch. ADOT remnant parcel for future Red Mountain freeway. Site currently surrounded by residential/agricultural lands.	0
<b>Opportunities for Joint Use</b> – No known opportunity for joint use.	0
<b>Availability of Express Bus Service</b> – Route 512 express service from Beeline Highway to downtown Phoenix (3 hours AM and PM with 30 minute frequencies) and route 530 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM with 30 minute frequencies). Routes 531 and 532 could provide additional service.	+
<b>Visibility of Lot from Road</b> – Visibility good from both Gilbert and McDowell, poor from freeway.	0
<b>Security</b> – Visibility good from Gilbert and McDowell	+
<b>Vehicular Access</b> – Possible access for buses off the west bound on ramp to the 202. Cars would access the site from Gilbert or McDowell depending on the final plans for this park by the City of Mesa.	+
<b>Non-motorized Access</b> – No sidewalk along street or bike paths/lanes.	-
<b>Potential Design Constraints</b> – None except the limits on actual parking spaces provided by the City of Mesa.	+
<b>Environmental Considerations</b> – Adjacent residences along the northern edge of the site. Existing site suggests previous agricultural use, however, the site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing canal (south) qualifies as Corps of Engineers Jurisdictional Waters, and capping these entities (and any special aquatic sites – wetlands) will require an Individual – Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – Loop 202 passes through the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for this section of L202.	-
<b>Cost</b> – \$3,383,000 capital cost for 250 stall site.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Crismon Farm North

Site 23.3



**Figure 82: Site 23.3 – Crismon Farm North**

**Table 82: Site 23.3 (NW Corner of Gilbert/McDowell)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 33.05 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Salt River Indian Community. ADOT remnant parcel from future Red Mountain freeway construction. Site is currently undeveloped with adjacent residential.	-
<b>Opportunities for Joint Use</b> – None at this time.	0
<b>Availability of Express Bus Service</b> – Route 512 express service from Beeline Highway to downtown Phoenix (3 hours AM and PM with 30 minute frequencies) and route 530 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM with 30 minute frequencies). Routes 531 and 532 could provide additional service.	+
<b>Visibility of Lt from Road</b> – visibility good from Gilbert and McDowell, good from freeway.	+
<b>Security</b> – good visibility, no adjacent uses at this time.	0
<b>Vehicular Access</b> – Access to the site for buses would be from the west bound off ramp to Gilbert Road. Access for cars would be from Gilbert or McDowell Road.	+
<b>Non-motorized Access</b> – no sidewalks on site or adjacent to it.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> –Existing site suggests previous agricultural use, however, the site is not likely to be subject to prime/unique farmland consideration. Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 202 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for this section of the 202.	-
<b>Cost</b> – \$2,773,000 capital cost for 250 stall site (no land cost included; land on the Salt River Indian Community is not assessed and is not zoned; thus a reasonable land cost is not determinable. Site across street, not in the Indian community, is valued at approximately \$610,000	n/a
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa.	0
<b>Community Issues</b> – Lack of support from Salt River Indian community	-
<b>Demand</b> – Highest potential	+

# Center & McKellips



**Figure 83: Site 23.4 – NW Corner of Center/McKellips**

**Table 83: Site 23.4 (NW Corner of Center/McKellips)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 3.96 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (C-2) Limited Commercial. Site is located behind neighborhood commercial, with surrounding residential.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 512 express service from Beeline Highway to downtown Phoenix (3 hours AM and PM with 30 minute frequencies) and route 530 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM with 30 minute frequencies). Routes 531 and 532 could provide additional service.	+
<b>Visibility of Lot from Road</b> – Good visibility from McKellips, fair visibility from the freeway.	+
<b>Security</b> – good visibility, surrounding development screened off by sound walls.	+
<b>Vehicular Access</b> – Access to the site for both buses and cars from McKellips or from Center	+
<b>Non-motorized Access</b> – Sidewalks on site, adjacent to site.	+
<b>Potential Design Constraints</b> – Surrounding residential neighborhood will require additional landscaping and/or sound walls.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Adjacent hazardous materials concerns associated with service station. Likely noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 202 is within ¼ mile of the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 202	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for this section of L202.	-
<b>Cost</b> – \$3,053,000 capital cost for 250 stall site.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa	0
<b>Community Issues</b> – No known concerns at this time from community. Mesa prefers park-and-ride to not be near residential.	0
<b>Demand</b> – Highest potential, though further from freeway than some other sites.	+

)

# Gene Autry Park



**Figure 84: Site 23.5 – SW Corner of Greenfield/McKellips**



**Table 84: Site 23.5 (SW Corner of Greenfield/McKellips)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 15.86 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (PF) Public Facilities. Joint use with existing parking lot associated with Gene Autry Park & Ballfield Complex.	+
<b>Opportunities for Joint Use</b> – This would be a joint use site on the Gene Autry Park and Ballfield Complex. The site parking lot is fully developed and lighted. About 300 stalls.	+
<b>Availability of Express Bus Service</b> – Route 531 express service from Greenfield Road to downtown Phoenix (main route) (3 hours AM and PM with 30 minute frequencies). Secondary service could be provided by express route 532 from Power Road (20 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Visibility is poor from road, poor from freeway.	-
<b>Security</b> – Poor visibility, adjacent use is nominal during the day.	-
<b>Vehicular Access</b> – Buses and cars would access the site using Val Vista or Greenfield to McKellips from the Loop 202.	+
<b>Non-motorized Access</b> – Fully developed internal walkways; no walks at roadway edge.	0
<b>Potential Design Constraints</b> – Site expansion would be limited from the existing parking lot due to the location of the existing ball fields.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential Section 4(f) concerns may be raised regarding the park and ball field complex. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	-
<b>Freeway Proximity</b> – Loop 202 is within 2 miles of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond congested area of Loop 202, though buses accessing freeway would have to travel in general traffic for up to 2 miles	0
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for this section of the 202.	-
<b>Cost</b> – \$353,000 capital cost for 250 stall site (no land cost, including any lease costs, are included).	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa.	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand; too far from freeway; no draw from target area 23	-

# Gilbert and McDowell

Site 23.6



**Figure 85: Site 23.6 – NE Corner of Gilbert/McDowell**

**Table 85: Site 23.6 (NE Corner of Gilbert/McDowell)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 10.05 acres. Additional park-and-ride capacity could be developed at SE corner depending on final freeway design.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (R1-43) Suburban Ranch. Part of the recently purchased right-of-way by Arizona Department of Transportation for the Red Mountain Freeway.	0
<b>Opportunities for Joint Use</b> – None at this time	0
<b>Availability of Express Bus Service</b> – Proposed route 512 express service from Beeline Highway to downtown Phoenix (34 hours AM and PM with 30 minute frequencies) and route 530 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM with 30 minute frequencies). Proposed routes 531 and 532 could provide additional service.	+
<b>Visibility of Lot from Road</b> – Lot highly visible from Gilbert, visible from McDowell. Somewhat visible from proposed 202.	0
<b>Security</b> – Good visual access from adjacent roadways, homes scattered and sparse.	+
<b>Vehicular Access</b> – Cars and buses would access the lot from McDowell Rd. for west bound traffic on McDowell. For eastbound traffic on McDowell or traffic on Gilbert, access would be from Gilbert Road. No direct access for cars or buses would be available from the freeway since it is elevated at this location.	+
<b>Non-motorized Access</b> – No walkways available on-site or from adjacent homes.	-
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112 to be determined. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Loop 101 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on Loop 202.	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are currently scheduled for loop 202.	-
<b>Cost</b> – \$3,573,000 capital cost for 250 stall site.	+
<b>Cost-effectiveness</b> –	-
<b>Jurisdictional Support</b> – Mesa, Gilbert ,County	0
<b>Community Issues</b> – Near historic farm, large ranch houses.	+
<b>Demand</b> – Highest potential.	+

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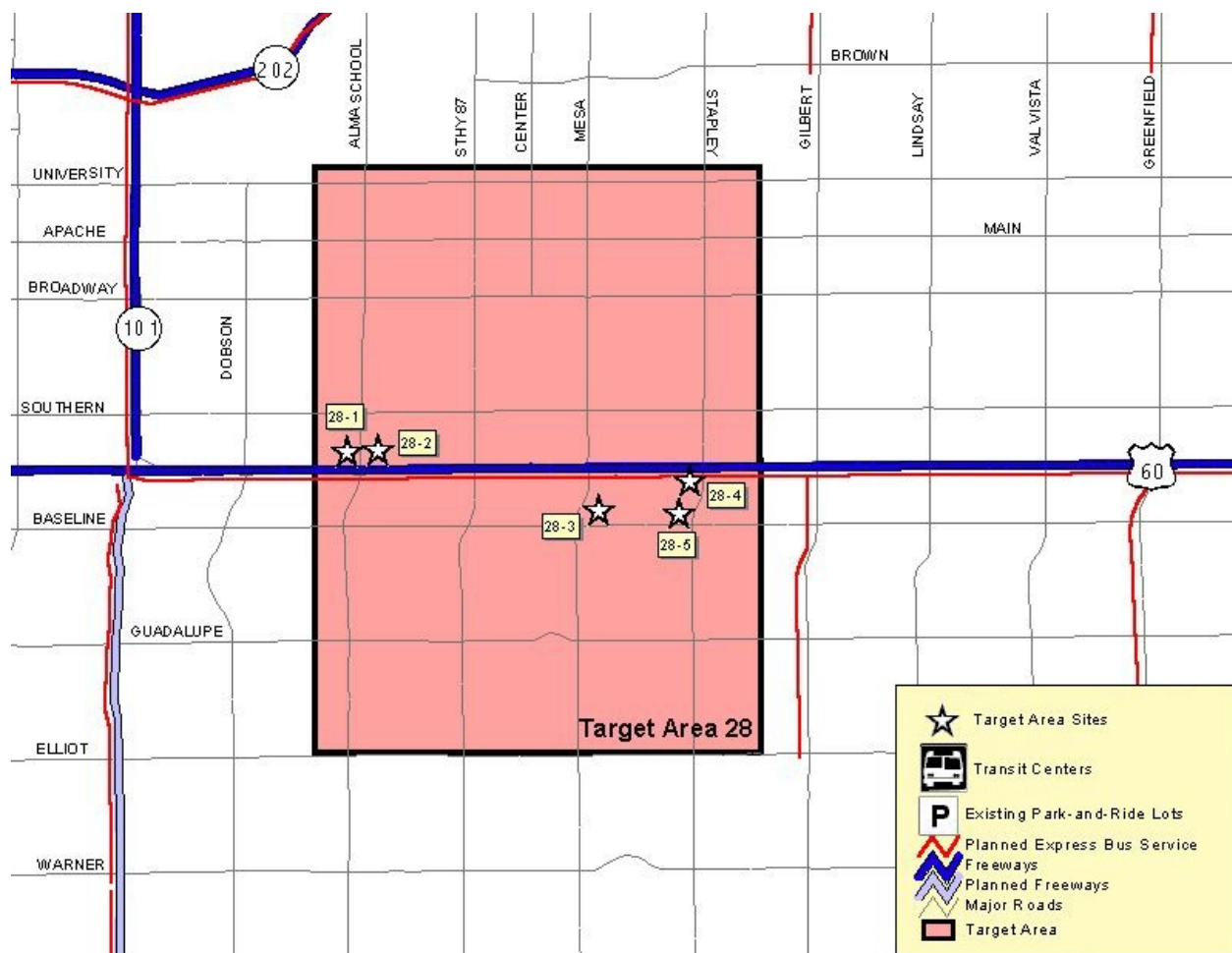
## **Target Area 28 (US 60 near Country Club Drive)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Site 28.3 is ranked the highest due to good demand, moderate costs and proximity to the freeway.

Site 28.4 and 28.5 are the next highest ranked sites. Their primary drawback is that the more easterly locations serve less of the target area than other sites.

Sites 28.1 and 28.2 are the next highest ranked sites due to cost considerations.



**Figure 86: Target Area 28: US 60 near Country Club Drive - Map**

**Table 86: Target Area 28 – US 60 near Country Club Drive - Evaluation Summary**

Criteria	Site 28.1 US 60 & Alma School Road	Site 28.2 US 60 & Alma School Road	Site 28.3 Mesa Dr. & Javelina Dr.	Site 28.4 Stapley & Inverness Drives	Site 28.5 US 60 and Stapley Drive
Available Land/Capacity and Potential for Expansion	+	+	0	+	+
Land Use Compatibility/Regulatory Issues	+	+	+	+	+
Opportunities for Joint Use	+	+	0	0	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of Lot from Road	-	0	0	+	+
Security	+	+	+	+	+
Vehicular Access	0	+	+	+	+
Non-motorized Access	0	0	+	+	+
Potential Design Constraints	0	0	+	+	+
Environmental Considerations	0	0	+	0	+
Freeway Proximity	+	+	0	0	+
Location Relative to Congestion	0	0	0	0	0
Access to HOV Lanes and Ramps	+	+	+	+	+
Cost	-	0	0	-	+
Cost-effectiveness	0	0	-	-	-
Jurisdictional Support	0	0	0	0	0
Community Issues	+	+	+	+	+
Demand	+	+	+	0	0
Ranking	3	3	1	2	2

# Alma School & US 60

SITE 28.1



**Figure 87: Site 28.1 – NW Corner of US 60 and Alma School Road**



**Table 87: Site 28.1 (NW Corner of US 60 and Alma School Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 14.87 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (C-2) Limited Commercial. Site located adjacent with the existing parking lot for Fiesta Shopping Mall, and ADOT ROW of US 60.	+
<b>Opportunities for Joint Use</b> – This would be a joint-use site. The site is at the Fiesta Mall, in the overflow parking area.	+
<b>Availability of Express Bus Service</b> – Route 536 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM; 30 minute frequencies). Note: Routes 533, 534 and 535 could also serve the lot, depending on demand	0
<b>Visibility of Lot from Road</b> – poor visibility from Southern and freeway due to setbacks.	-
<b>Security</b> – Visibility fair, adjacent use of mall has extended hours in the evening, and a regular security patrol.	+
<b>Vehicular Access</b> – Buses could use the westbound on ramp to access the site. Cars would use Alma School Road to the southern loop road around Fiesta Mall to access the site.	0
<b>Non-motorized Access</b> – access is paved lot, but not designated as separate from vehicles.	0
<b>Potential Design Constraints</b> – The existing drainage channel would require some small bridges to provide and effective parking area.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. Existing canal qualifies as Corps of Engineers Jurisdictional Waters, and capping these entities (and any special aquatic sites - wetlands) will require an Individual - Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> –US 60 is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on US 60	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes are scheduled for US 6. Access to the HOV lanes would be from the on/off ramps at Alma School and US 60.	+
<b>Cost</b> – \$7,063,000 capital cost for 250 stall site on 8 acre parcel	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Mesa, Gilbert	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

# Alma School & US 60



**Figure 88: Site 28.2 – NE Corner of US 60 and Alma School Road**

**Table 88: Site 28.2 (NE Corner of US 60 and Alma School Road)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 13.22 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (B.I.Z./R-4) Bonus Intensity Zone/General Multiple Residence. Site located adjacent to existing parking lot for surrounding commercial, and ADOT ROW for the US 60.	+
<b>Opportunities for Joint Use</b> – This would be a joint use site, shared with the Hilton Hotel, over the drainage canal. It would need some development of access bridges.	+
<b>Availability of Express Bus Service</b> – Route 536 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM; 30 minute frequencies). Note: Routes 533, 534 and 535 could also serve the lot, depending on demand	0
<b>Visibility of Lot from Road</b> – Visibility is poor from Southern, fair from freeway.	0
<b>Security</b> – Visibility fair, adjacent use of mall and hotel has extended hours in the morning and evening.	+
<b>Vehicular Access</b> – Westbound buses could access the site from the westbound off ramp from US 60 at Alma School road. Cars and eastbound buses would access the site from Alma School Road.	+
<b>Non-motorized Access</b> – No sidewalks to site. Would need to be pedestrian bridges over canal.	0
<b>Potential Design Constraints</b> – Additional parking and access from the freeway would require small bridges to cross the existing drainage channel.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Existing adjacent hotel classified as a noise receptor. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Elderly and Female Head of Household groups. Potential cultural resources will need to be addressed. Existing canal qualifies as Corps of Engineers Jurisdictional Waters, and capping these entities (and any special aquatic sites - wetlands) will require an Individual - Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – US 60 is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on US 60	0
<b>Access to HOV Lanes and Ramps</b> – HOV lanes scheduled for US 60. Access to the HOV lanes would be from the on/off ramps at Alma School and US 60.	+
<b>Cost</b> – \$7,063,000 capital cost for 250-stall site.	0
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Mesa, Gilbert	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential	+

# Javelina & Mesa Drive



**Figure 89: Site 28.3 – NE/SE Corner of Mesa Drive and Javelina Drive**

**Table 89: Site 28.3 (NE/SE Corner of Mesa Drive and Javelina Drive)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 8.60 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (P.A.D.) Planned Area Development. Site surrounded by commercial/light industrial lands, and Maricopa SW Motor Vehicle Department Complex is located across Mesa Drive to the west.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 536 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM; 30 minute frequencies). Note: Routes 533, 534 and 535 could also serve the lot, depending on demand	0
<b>Visibility of Lot from Road</b> – Visibility from Baseline is poor, Javelina is not a major road. Fair visibility from freeway.	0
<b>Security</b> – Visibility is good from surrounding uses, which are high-security.	+
<b>Vehicular Access</b> – Access to the site for both buses and cars would be off of Mesa Drive.	+
<b>Non-motorized Access</b> – No sidewalks on site, walks leading up to site.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – US 60 is within ¼ mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on US 60	0
<b>Access to HOV Lanes and Ramps</b> – There is good access to future HOV lanes from existing on/off ramps at Mesa Drive.	+
<b>Cost</b> – \$4,013,000 capital cost for 250-stall site.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Gilbert	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest demand.	+

# Stapley & Inverness

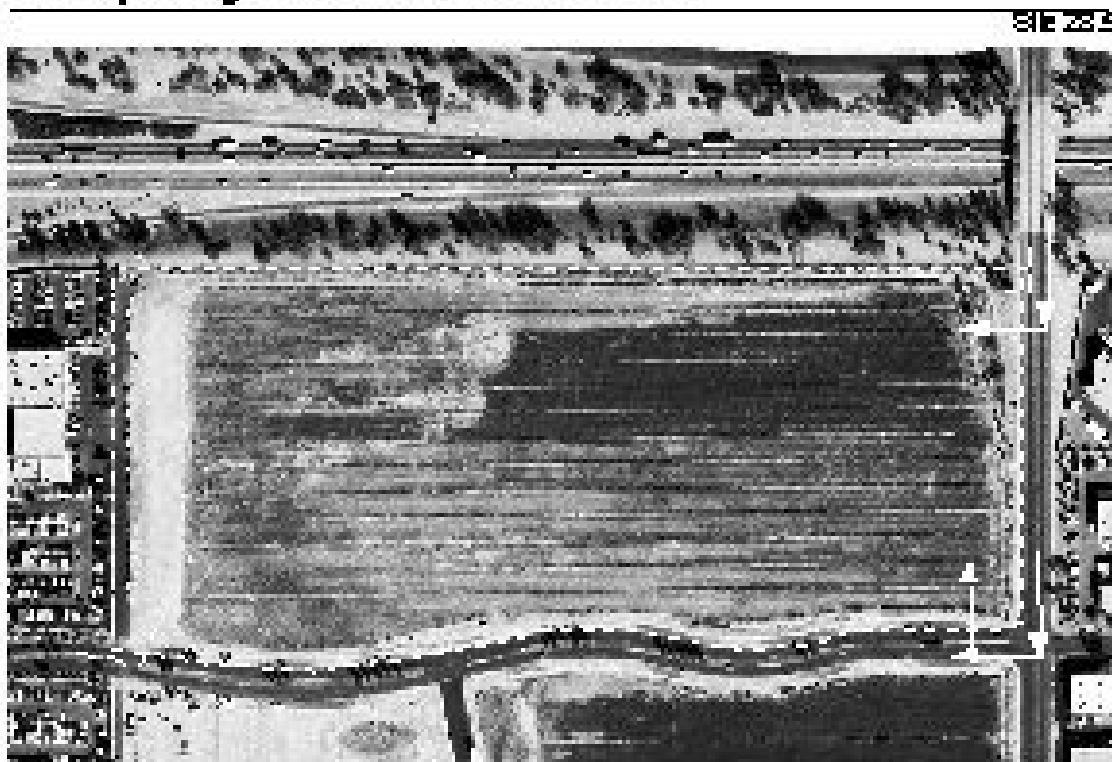


**Figure 90: Site 28.4 – SW Corner of Stapley and Inverness Drives**

**Table 90: Site 28.4 (SW Corner of Stapley and Inverness Drives)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 17.85 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (M-1) Limited Industrial. Site is located behind newly constructed service station and surrounded by residential. Large commercial area recently completed across Stapley Drive to the east.	+
<b>Opportunities for Joint Use</b> – Service station is already on the site.	0
<b>Availability of Express Bus Service</b> – Route 536 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM; 30 minute frequencies). Note: Routes 533, 534 and 535 could also serve the lot, depending on demand	0
<b>Visibility of Lot from Road</b> – Visibility from Stapley is good, from freeway only fair.	+
<b>Security</b> – Visibility is fair, adjacent use is open extended hours.	+
<b>Vehicular Access</b> – Access for buses and cars would be off of Stapley to Inverness.	+
<b>Non-motorized Access</b> – Sidewalks developed, no adjacent neighborhoods yet.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns related to the service station. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – US 60 is within ½ mile of the site.	0
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on US 60	0
<b>Access to HOV Lanes and Ramps</b> – Access to future HOV lanes on US 60 would be from on/off ramps at Stapley.	+
<b>Cost</b> – \$4,593,000 capital cost for 250-stall site.	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Gilbert	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to location further east	0

# US 60 and Stapley Drive



**Figure 91: Site 28.5 – SW Corner of US 60 and Stapley Drive**



**Table 91: Site 28.5 (SW Corner of US 60 and Stapley Drive)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 26.44 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (M-1) Limited Industrial. Site is surrounded by recently completed commercial area.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 536 express service from Gilbert Road to downtown Phoenix (3 hours AM and PM; 30 minute frequencies). Note: Routes 533, 534 and 535 could also serve the lot, depending on demand	0
<b>Visibility of Lot from Road</b> – Visibility from Stapley is good, from freeway is very good.	+
<b>Security</b> – Visibility is good, surrounding land uses have limited hours.	+
<b>Vehicular Access</b> – Buses could access the site from eastbound US 60. Cars and westbound buses would access the site off of Stapley or Inverness.	+
<b>Non-motorized Access</b> – Sidewalks on site.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – US 60 is adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond midpoint of congestion on US 60	0
<b>Access to HOV Lanes and Ramps</b> – Access to future HOV lanes on US 60 would be through the on/off ramps at Stapley and US 60.	+
<b>Cost</b> – \$4,923,00 capital cost for 250-stall lot.	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Gilbert.	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to location further east	0

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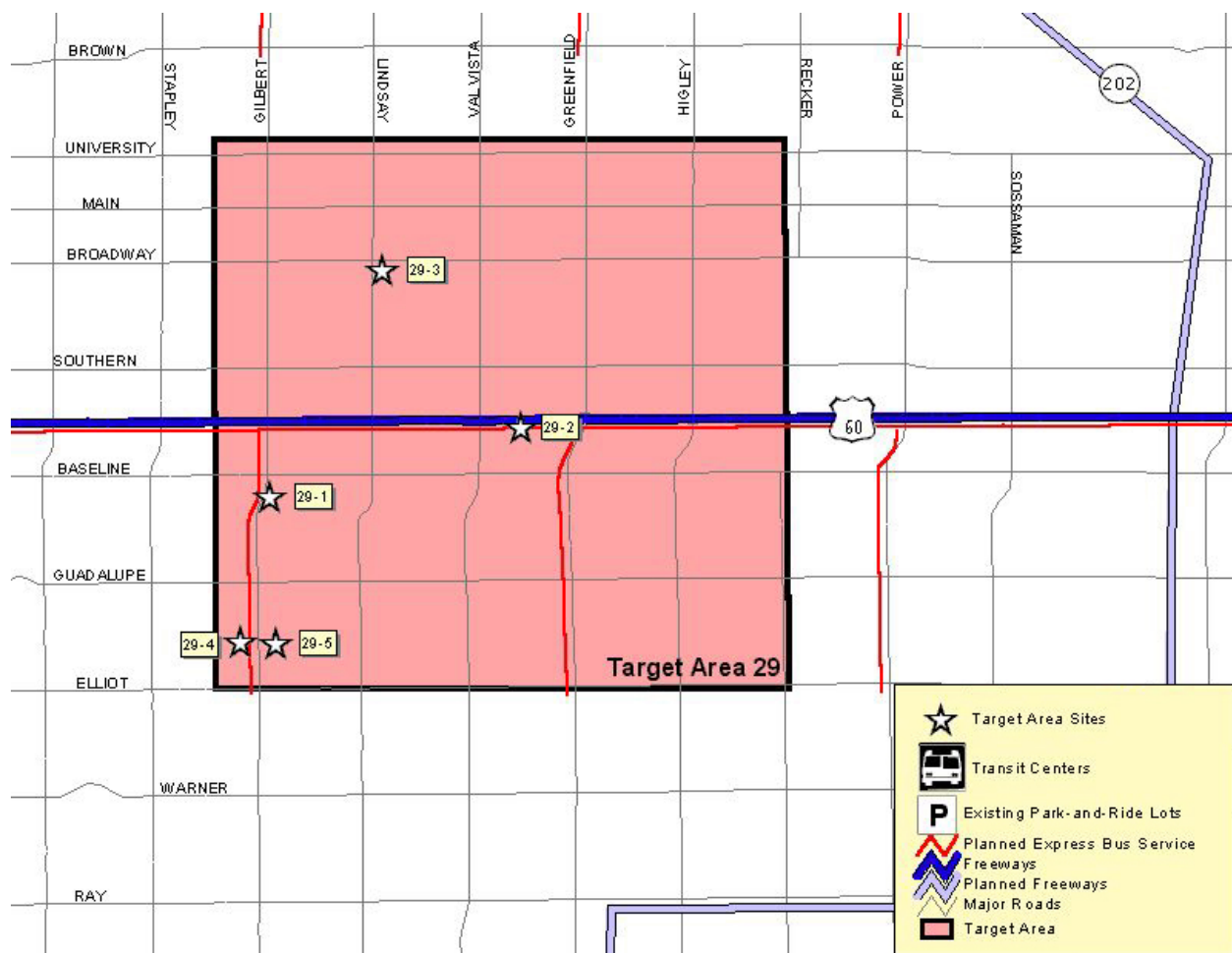
## **Target Area 29 (US 60 near Val Vista)**

In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 29.1, 29.2 and 29.4 are ranked the highest due to moderate cost and locational considerations. Site 29.4 is recommended for budgeting and programming purposes due to its lower cost, cost-effectiveness and jurisdictional support. Site 29.4, in particular, is supported by the City of Gilbert and would replace an existing lot in the vicinity. Other sites could be used for future expansion.

Site 29.5 is the next highest ranked site in this target area. It has less potential demand than the above sites nearer the freeway. It also lacks expansion capability.

Site 29.3 is the next highest ranked site. It also is some distance from the freeway, but does offer a joint development opportunity with the adjacent Church, if the Church is interested.



**Figure 92: Target Area 29: US 60 near Val Vista - Map**

**Table 92: Target Area 29 – US 60 near Val Vista - Evaluation Summary**

Criteria	Site 29.1 Gilbert Rd. & Houston St.	Site 29.2 US 60 Between Val Vista & Greenfield Roads	Site 29.3 Lindsay & Broadway Roads	Site 29.4 Page & Ash Streets	Site 29.5 Elm and Park Roads
Available Land/Capacity and Potential for Expansion	+	0	0	0	0
Land Use Compatibility/Regulatory Issues	+	+	+	+	0
Opportunities for Joint Use	+	0	+	0	0
Availability of Express Bus Service	+	0	0	0	0
Visibility of Lot from Road	-	+	+	-	-
Security	+	+	+	-	-
Vehicular Access	+	+	0	0	0
Non-motorized Access	+	0	0	0	0
Potential Design Constraints	+	0	0	0	0
Environmental Considerations	+	+	+	-	+
Freeway Proximity	0	+	0	-	-
Location Relative to Congestion	+	+	+	+	+
Access to HOV Lanes and Ramps	+	0	0	0	0
Cost	0	0	-	+	+
Cost-effectiveness	-	-	+	+	0
Jurisdictional Support	0	0	0	+	0
Community Issues	+	+	+	+	+
Demand	+	+	-	-	-
Ranking	1	1	3	1	2

# Gilbert Road & Ash Street



**Figure 93: Site 29.1 – NE Corner of Gilbert Road and Houston Street**

**Table 93: Site 29.1 (NE Corner of Gilbert Road and Houston Street)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 12.10 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Gilbert; zoned (PSC-2) Planned Shopping Center. Site is surrounded by commercial land. Potential joint use with future shopping center.	+
<b>Opportunities for Joint Use</b> – Joint use compatibility near Sam's Club just north of Houston.	+
<b>Availability of Express Bus Service</b> – Route 534 express service extended east from Power Road to site could provide service to downtown Phoenix (with LRT connections in E. Tempe) (3 hours AM/PM, 30 min frequency) or Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM/PM 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Visibility is very difficult from main road.	-
<b>Security</b> – The site will have joint use compatibility with Sam's Club.	+
<b>Vehicular Access</b> – Light at the intersection of Houston and Gilbert Road. Access for southbound and northbound buses and vehicles. Possible separate exit for buses out to Gilbert depending on development that goes in this location.	+
<b>Non-motorized Access</b> – Nearby bike lanes with on road pavement markings.	+
<b>Potential Design Constraints</b> – Existing commercial development to the south with potential commercial property at this location. Adjacent Sam's Club and future commercial could use this lot at off peak hours. No potential design constraints other than the coordination of layout with adjacent property owner.	+
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 15112 to be determined. Potential Title VI/Environmental Justice concerns noted for Female Head of Household group. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located 1 mile south of US-60.	0
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on US-60.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes via entrance to US 60 at Gilbert Road.	+
<b>Cost</b> – \$3,468,000 capital cost for a 250 stall site	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Lindsay Strip

Site 29.2



**Figure 94: Site 29.2 – N Side of US 60 Between Val Vista and Greenfield Roads (ADOT Right-of-way)**



**Table 94: Site 29.2 (N Side of US 60 Between Val Vista and Greenfield Roads - ADOT Right-of-way)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 10.57 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (US 60) Superstition freeway within ADOT ROW.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site.	0
<b>Availability of Express Bus Service</b> – Route 534 express service extended south to Ray could provide service to downtown Phoenix (with LRT connections in E. Tempe) (3 hours AM/PM, 30 min frequency, OR Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM/PM, 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Visible from road.	+
<b>Security</b> – Site is visible from road.	+
<b>Vehicular Access</b> – Access for buses and vehicles will use Val Vista or Greenfield.	+
<b>Non-motorized Access</b> – No bicycle lanes in vicinity; sidewalks in area.	0
<b>Potential Design Constraints</b> – Potential of using future half diamond interchange at Lindsay to access park and ride on the south side of US 60 between Lindsay and Greenfield. Re-enter freeway at Val Vista or Greenfield.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located adjacent to US-60.	+
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on US-60.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes must use on/off ramps at Val Vista or Greenfield entrance to US 60.	0
<b>Cost</b> – \$3,273,000 capital cost for a 250-stall site.	0
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Mesa First Assembly

Site 29.3



**Figure 95: Site 29.3 – SW Corner of Lindsay and Broadway Roads (Mesa First Assembly Church)**

**Table 95: Site 29.3 (SW Corner of Lindsay and Broadway Roads - Mesa First Assembly Church)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 23.00 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; zoned (C-2) Limited Commercial. Joint use potential with proposed future Worship Center of Mesa First Assembly Church.	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with the church on the adjacent site.	+
<b>Availability of Express Bus Service</b> – Route 535 express service extended south to Ray could provide service to downtown Phoenix (with LRT connection in E. Tempe) (3 hours AM/PM, 30 min frequency) OR Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours Am/PM, 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Visibility from road.	+
<b>Security</b> – The site will have joint use with the church and is visible from the road.	+
<b>Vehicular Access</b> – Northbound and eastbound bus and vehicle traffic would have direct access into the site. Southbound and westbound would need to cross traffic for access. Separate entrance to the lot for buses. Bus pickup needs to be close to Lindsay or Broadway to limit noise to surrounding neighborhoods. Vehicle and bus traffic would get off freeway at Gilbert and return to the freeway using Val Vista since no on/off ramps currently exist at Lindsay.	0
<b>Non-motorized Access</b> – Nearby bike routes on street with signs only; pedestrian sidewalks.	0
<b>Potential Design Constraints</b> – Potential of using future half diamond interchange at Lindsay to access park and ride on the south side of US 60 between Lindsay and Greenfield. Re-enter freeway at Val Vista or Greenfield.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located 1 1/2 miles north of US-60.	0
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on US-60.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes through the normal on and off ramps located at Gilbert Rd. and Val Vista Rd. No on/off ramps to US 60 exist at Lindsay. Possibility of ADOT putting in a half diamond at Lindsay.	0
<b>Cost</b> – \$4,338,000 capital cost for a 250-stall site.	-
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time	+
<b>Demand</b> – Low demand due to distance from freeway	-

# West Downtown Gilbert

Site 29.4



**Figure 96: Site 29.4 – SW Corner of Page and Ash Streets (West Downtown Gilbert)**

**Table 96: Site 29.4 (SW Corner of Page and Ash Streets - West Downtown Gilbert)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 3.96 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Gilbert; zoned (C-2) General Commercial. Site adjacent to existing railroad bed and surrounded by primarily commercial/industrial lands.	+
<b>Opportunities for Joint Use</b> – No joint use potential on site.	0
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM/PM, 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Visibility difficult from main road.	-
<b>Security</b> – The site may have security issues, not visible from main road.	-
<b>Vehicular Access</b> – Bus and vehicle access southbound would enter on Page St. or Vaughn St. or another entrance next to the railroad tracks. Northbound traffic and access north back to US 60 would require crossing of traffic. Possible stoplight may be required.	0
<b>Non-motorized Access</b> – Near unpaved bike paths, physically separate from roadway.	0
<b>Potential Design Constraints</b> – Northbound access to the site and northbound entrance to Gilbert may require a streetlight. Landscape and lighting buffers may be required to shield residential neighbors although the city said they owned the property or would acquire it.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Notable hazardous materials concerns with take of existing commercial/industrial facilities. Potential noxious weeds involvement under Executive Order 13112. Title VI/Environmental Justice concerns observed with surrounding housing (low income). Title VI/Environmental Justice concerns noted with minority and Hispanic groups. Section 4(f) concerns based on potentially historic properties associated with the railroad (foundation and railway). Potential cultural resources will need to be addressed to include historic properties identified as Section 4(f) concerns. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	-
<b>Freeway Proximity</b> – Site is located 2 miles south of US-60, just off of Gilbert Road.	-
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on US-60.	+
<b>Access to HOV Lanes and Ramps</b> – HOV lane access would require the normal use of on and off ramps at Gilbert and US 60.	0
<b>Cost</b> – \$3,638,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand due to distance from freeway; better serves target area 22	-

# East Downtown Gilbert

Site 29.5



**Figure 97: Site 29.5 – SW Corner of Elm and Park Roads – East Downtown Gilbert**

**Table 97: Site 29.5 (SW Corner of Elm and Park Roads - East Downtown Gilbert)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 2.97 Acres. No potential for expansion. Linear lot with approximately 200 spaces is anticipated.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Gilbert; zoned (R1-7) Single Family Residential. Site is adjacent to railroad bed and surrounded by residential.	0
<b>Opportunities for Joint Use</b> – No joint use potential for site.	0
<b>Availability of Express Bus Service</b> – Route 540 express service from Chandler to downtown Phoenix via Loop 202 and I-10 (3 hours AM/PM, 20 min frequency)	0
<b>Visibility of Lot from Road</b> – Direct access off of Gilbert Rd.	-
<b>Security</b> – The site is not visible from Gilbert Road.	-
<b>Vehicular Access</b> – Bus and vehicle access for northbound can access site by using the area north of the railroad tracks. Southbound traffic would have to cross traffic.	0
<b>Non-motorized Access</b> – Near unpaved bike paths, separate from roadway.	0
<b>Potential Design Constraints</b> – Clearance from the railroad required to use their right-of-way. Landscape and lighting buffer required to shield adjacent residential neighbors.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Minority, Hispanic and Female Head of Household groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is located 2 miles south of US-60, one block east of Gilbert Road.	-
<b>Location Relative to Congestion</b> – Site is located upstream of congestion on US-60.	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes via Gilbert Rd. on ramps to US 60.	0
<b>Cost</b> – \$2,239,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – Gilbert, Mesa, Maricopa County	0
<b>Community Issues</b> – No known concerns on site.	+
<b>Demand</b> – Low demand due to distance from freeway; serves target area 22	-

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## **Target Area 30 (US 60 near Power Road)**

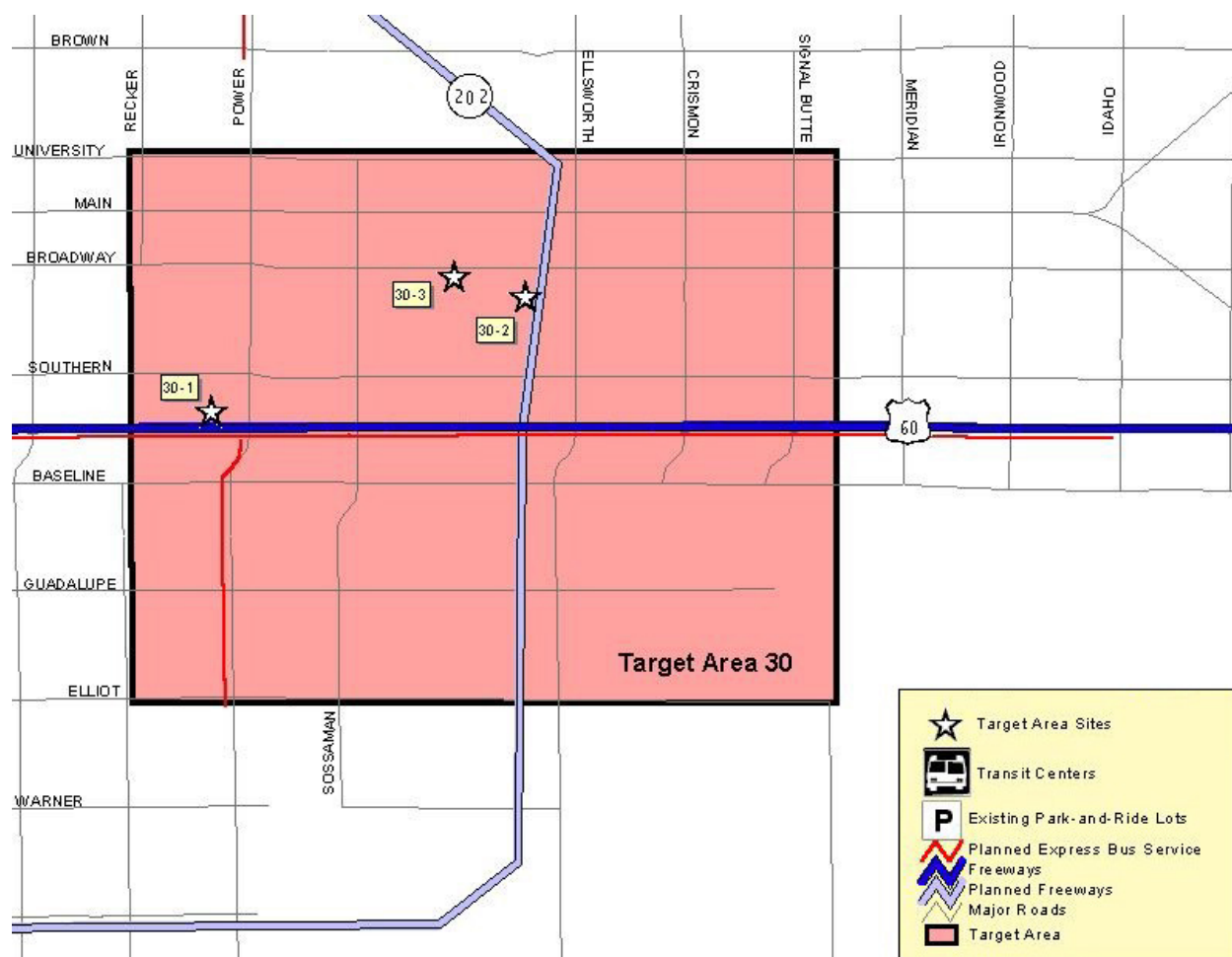
In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 2 sites in this target area, the consultant team has prepared the following rankings:

Site 30.1 is ranked the highest due to good demand, proximity to the freeway, good visibility and the potential for expansion (through use of a decked facility or through joint development with the adjacent shopping mall).

Site 30.2 is the next highest ranked site in this target area. It primarily serves demand from the Loop 202 and provides a good joint development potential if the Church is interested.

Site 30.3 is the next highest ranked site due to lower demand coupled with higher land costs.

The two-highest ranked sites (30.1 and 30.2) together offer the potential for a split facility serving the target area, with 30.1 serving demand from US 60 and points south, while 30.2 serves demand from Loop 202.



**Figure 98: Target Area 30: US 60 near Power Road - Map**

**Table 98: Target Area 30 – US 60 near Power Road - Evaluation Summary**

Criteria	Site 30.1 Superstition Springs Mall	Site 30.2 Ellsworth & Weir Roads	Site 30.3 Haws and Broadway Roads
Available Land/Capacity and Potential for Expansion	+	0	0
Land Use Compatibility/Regulatory Issues	+	+	+
Opportunities for Joint Use	+	+	+
Availability of Express Bus Service	0	0	0
Visibility of Lot from Road	+	+	+
Security	+	+	+
Vehicular Access	+	0	+
Non-motorized Access	-	-	-
Potential Design Constraints	0	0	0
Environmental Considerations	0	+	0
Freeway Proximity	+	+	+
Location Relative to Congestion	+	+	+
Access to HOV Lanes and Ramps	+	0	0
Cost	-	+	-
Cost-effectiveness	-	-	-
Jurisdictional Support	0	0	0
Community Issues	+	+	+
Demand	+	0	0
Ranking	1	2	3

# Superstition Springs Mall

SITE 30.1



**Figure 99: Site 30.1 – N. Side of US 60 between Superstition Springs and Power Rd. (Superstition Springs Mall)**

**Table 99: Site 30.1 (N. Side of US 60 Btwn. Superstition Springs and Power Rd. – Superstition Springs Mall)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 16.83 Acres. Potential for expansion on-site only.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa (C-2) Limited Commercial. Long ADOT right-of-way strip.	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with Superstition Springs Mall.	+
<b>Availability of Express Bus Service</b> – Route 533 express service from E. Mesa to downtown Phoenix (with LRT connection in E. Tempe) (3 hours AM/PM, 30 min frequency); Route 534 express service from Power Road to downtown Phoenix (with LRT connection in E. Tempe) (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Good visibility	+
<b>Security</b> – Opportunity for joint use with Superstition Springs Mall and good visibility.	+
<b>Vehicular Access</b> – Dibble and Associates prepared a preliminary design for a park and ride at the Superstition Mall. This preliminary design has access to the park and ride lot located at the south end of the Superstition Mall parking lot next to the retention basin, from the Power Road on ramp to US 60 and an exit at Superstition Springs Boulevard. This park and ride is part of the bike path planned by Mesa from the canal east of Dobson Rd. to Power Rd. This park and ride has spaces for 57 vehicles. This park and ride could be expanded with piping of the existing channel.	+
<b>Non-motorized Access</b> – No designated bicycle lanes in vicinity.	-
<b>Potential Design Constraints</b> – The preliminary Superstition Springs frontage road design has spaces for only 57 vehicles. Additional spaces will probably be needed. This can be accomplished by piping the existing drainage channel. This drainage channel conveys water to the Superstition Springs golf course.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. Existing canal/detention basin qualifies as Corps of Engineers Jurisdictional Waters, and capping these entities (and any special aquatic sites - wetlands) will require an Individual - Section 404 Permit and 401 Water Quality Certification.	0
<b>Freeway Proximity</b> – Site is close to US 60.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – Access to HOV lanes for both buses and vehicles would be through the normal on and off ramps at Superstition Springs Boulevard and US 60.	+
<b>Cost</b> – \$3,273,000 capital cost for a 250-stall site.	-
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Highest potential	+

# Ellsworth & Weir

SIE 302



**Figure 100: Site 30.2 – Ellsworth and Weir Roads – Lutheran Church**

**Table 100: Site 30.2 (Ellsworth and Weir Roads - Lutheran Church)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 2.87 Acres. No potential for expansion. 250 spaces available.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Maricopa County; (Rural-43) Rural – 1 Acre/DU. Site is Our Savior's Lutheran Church.	+
<b>Opportunities for Joint Use</b> – Opportunity for joint use with church.	+
<b>Availability of Express Bus Service</b> – Route 533 express service from E. Mesa to downtown Phoenix (with LRT connections in E. Tempe) (3 hours Am/Pm, 30 min frequency)	0
<b>Visibility of Lot from Road</b> – Good visibility.	+
<b>Security</b> – Joint use with church and good visibility from road	+
<b>Vehicular Access</b> – Access to the site for both vehicle and bus traffic should be north or south on Ellsworth. Northbound will need to cross traffic to enter the site. Since Weir is the 1/4-mile street south of Broadway, the City of Mesa/County may allow a light at this location for left turn in and out of the site.	0
<b>Non-motorized Access</b> – No known bicycle paths. No sidewalks on or adjacent to site.	-
<b>Potential design constraints</b> – Coordination with Our Savior's Lutheran Church would be needed. Also landscape and lighting buffers would be required due to surrounding residential neighborhood. Bus pickup and drop off should be as close to Ellsworth as possible to reduce noise to the surrounding residential neighbors.	0
<b>Environmental Considerations</b> – Area is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted with Elderly, Female Head of Household, and Mobility/Disability groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Site is near Loop 202.	+
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – Access will be via Loop 202 (without HOV lanes), which will feed US 60, which will have the benefit of HOV lanes	0
<b>Cost</b> – \$1,698,000 capital cost for a 250-stall site (assumes lease agreement with Church).	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Moderate demand; serves Loop 202 demand; limited draw from US 60	0

# Broadway & Hawes



**Figure 101: Site 30.3 - SE Corner of Hawes and Broadway Road**



**Table 101. Site 30.3 (SE Corner of Hawes and Broadway Roads)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 13.65 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Mesa; (C-2) Limited Commercial. Site surrounded by high-density residential area	+
<b>Opportunities For Joint Use</b> – Joint use with service station adjacent to site.	+
<b>Availability of Express Bus Service</b> – Route 533 express service from E. Mesa to downtown Phoenix (with LRT connections in E. Tempe) (3 hours AM/PM, 30 min frequency)	0
<b>Visibility of lot from Road</b> – Good visibility.	+
<b>Security</b> – Joint use with service station and good visibility from road.	+
<b>Vehicular Access</b> – Northbound buses on the 202 would use the northbound off ramp to access the site. Southbound buses would access the site off of Broadway. Cars would access the site off of Broadway or Hawes.	+
<b>Non-motorized Access</b> – No bicycle lanes designated in this vicinity	-
<b>Potential Design Constraints</b> – Landscaping and/or berms required to shield adjacent neighborhood. Bus pick up need to stay close to Hawes or Broadway.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Adjacent hazardous materials concerns associated with service station on corner. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Section 4(f) concerns based on potential of adjacent golf course. Potential cultural resources will need to be addressed. Potential for an Individual - Section 404 Permit and 401 Water Quality Certification due to the Corps of Engineers Jurisdictional Waters noted on site.	0
<b>Freeway Proximity</b> – Loop 202 adjacent to the site.	+
<b>Location Relative to Congestion</b> – Site is beyond congested area on US-60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for Loop 202 but are scheduled for Us-60.	0
<b>Cost</b> – \$3,728,000 capital cost for a 250 stall site.	-
<b>Cost-effectiveness</b> -	-
<b>Jurisdictional Support</b> – Mesa, Maricopa County, Gilbert	0
<b>Community Issues</b> – No known concerns at this time.	+
<b>Demand</b> – Low demand; too distant from freeway	-

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## **Target Area 31 (US 60 – Grand Avenue – Near Litchfield Road)**

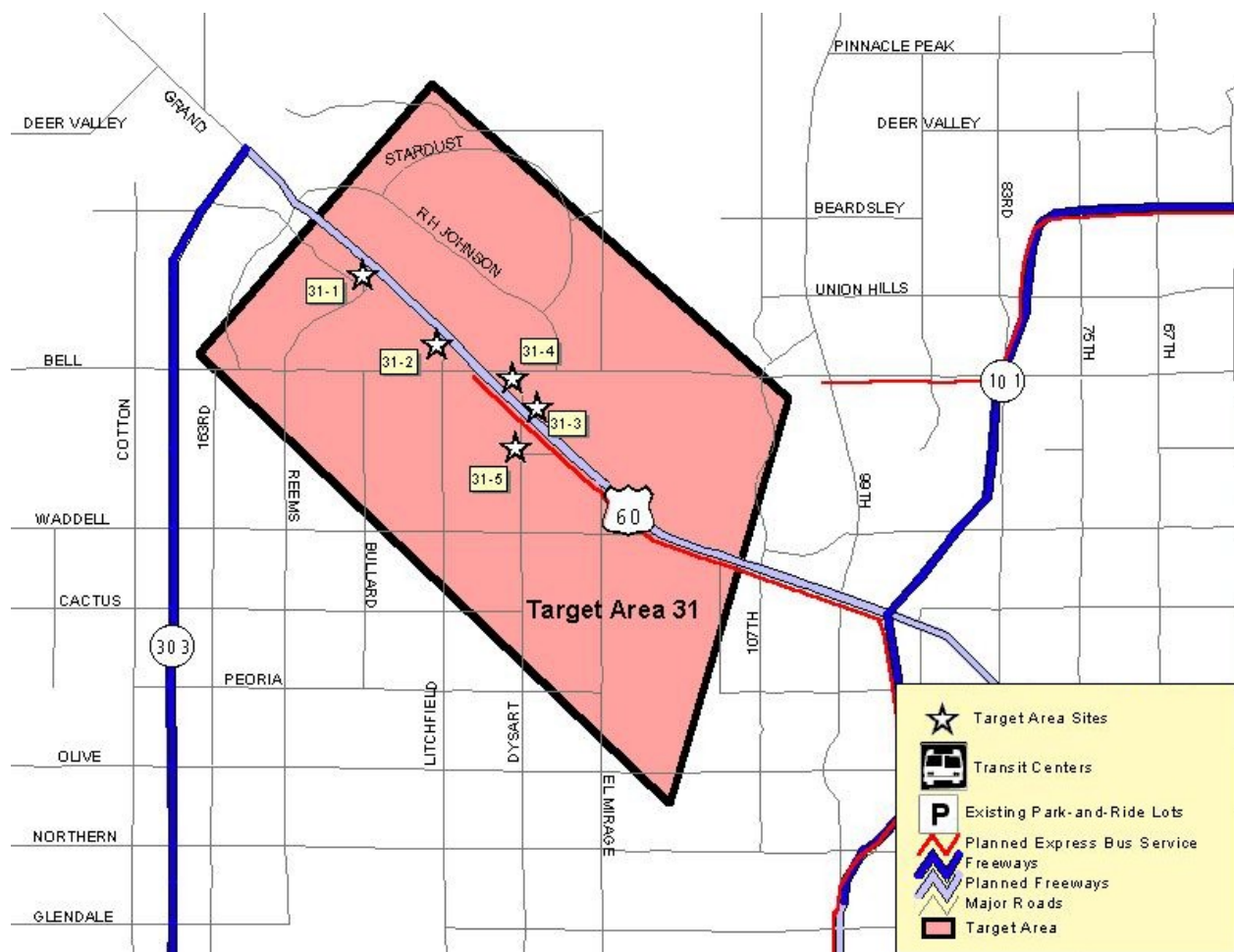
In preparing an initial recommendation concerning the sites in this target area, the consultant team reviewed all of the above criteria. Emphasis was placed on the following factors which, based on the literature review in Task 2, are indicative of successful lots: visibility, access and demand. The team also gave considerable consideration to available land/expansion room and cost. Based on the evaluation of the 5 sites in this target area, the consultant team has prepared the following rankings:

Sites 31.4 and 31.5 are ranked the highest due to good demand, moderate cost, ability to serve both Bell and Grand and being large enough to meet any future demand. Site 31.4 is recommended for budgeting and programming purposes.

Site 31.2 is the next highest ranked site in this target area. It has similar characteristics to the above sites, but is expected to have lower demand due to its more westerly location.

Site 31.1 is the next highest ranked site. It is further west than any of the sites and would basically serve Surprise and long haul commuters from Wickenburg.

Site 31.3 is the next highest ranked site. Its small size (30 stalls) does provide any capacity for potential future growth.



**Figure 102: Target Area 31: US 60 Grand Avenue – Near Litchfield Road**

**Table 102: Target Area 31 – US 60 – Grand Avenue – Near Litchfield Road - Evaluation Summary**

Criteria	Site 31.1 Mt. View Blvd. & Reems Road	Site 31.2 Litchfield Rd. & Grand Ave.	Site 31.3 Santa Fe Dr. & Cotton- wood and Dysart Rd.	Site 31.4 Bell & Dysart Roads	Site 31.5 Dysart Road and Grand Ave.
Available Land/Capacity and potential for expansion	0	0	-	0	+
Land Use Compatibility/Regulatory Issues	+	+	+	+	+
Opportunities for joint use	+	0	0	0	0
Availability of Express Bus Service	0	0	0	0	0
Visibility of lot from Road	+	+	-	0	+
Security	+	+	0	+	+
Vehicular Access	+	+	0	+	+
Non-motorized access	+	+	0	0	0
Potential design constraints	+	+	0	+	+
Environmental impacts	+	0	0	0	0
Freeway Proximity	-	-	-	-	-
Location Relative to Congestion	+	+	+	+	+
Access to HOV Lanes and Ramps	-	-	-	-	-
Cost	+	+	-	+	+
Cost-effectiveness	-	+	0	+	+
Jurisdictional Support	0	0	0	0	0
Community Issues	0	+	+	+	+
Demand	-	0	+	+	+
Ranking	3	2	4	1	1

# Mountain View & Reems Road



**Figure 103: Site 31.1 – NW Corner of Mountain View Boulevard and Reems Road along Grand Avenue**

**Table 103 Site 31.1 (NW Corner of Mountain View Boulevard and Reems Road along Grand Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.45 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – City of Surprise; zoned (PAD 94-07) Planned Development Overlay. Site is surrounded by residential and neighborhood commercial is across Reems Road.	+
<b>Opportunities for Joint Use</b> – Possible potential for joint use at Albertson's shopping center on corner.	+
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequencies)	0
<b>Visibility of lot from Road</b> – Fair visibility from Grand and Mountain View Boulevard.	+
<b>Security</b> – Fair visibility from roadways, adjacent land use open 24/7, but has back turned toward site.	+
<b>Vehicular Access</b> – Access to Grand Avenue from Reems Road and Mountain View Boulevard for both cars and buses.	+
<b>Non-motorized Access</b> – sidewalks along edge of site, connects with Sun City West Development.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	+
<b>Freeway Proximity</b> – Grand Avenue within ¼ mile of site, though Loop 101 is over 7 miles to the east.	-
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for Grand Avenue or currently programmed on Loop 101.	-
<b>Cost</b> – \$3,213,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	-
<b>Jurisdictional Support</b> – County, Surprise, El Mirage, Peoria, Youngtown	0
<b>Community Issues</b> – None known at this time, surrounding residential may be an issue.	0
<b>Demand</b> – Low demand; at western edge of draw area	-

# Litchfield Road & Grand Avenue

Site 31.2



**Figure 104: Site 31.2 – NW Corner of Litchfield Road and Grand Avenue**



**Table 104. Site 31.2 (NW Corner of Litchfield Road and Grand Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 5.95 Acres. No potential for expansion.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Surprise; zoned (C-2) Community Commercial. Site is surrounded by commercial facilities, and railroad bed runs along the southern edge.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Visible from Litchfield Road and Grand Avenue.	+
<b>Security</b> – Good visibility, adjacent land uses are housing, a well site, and commercial across the street.	+
<b>Vehicular Access</b> – Access to site for both cars and buses would be from Grand Avenue.	+
<b>Non-motorized Access</b> – No sidewalks on site, but coming in from adjacent sites on Grand Avenue.	+
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Residence to west qualifies as a noise receptor. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with the railroad. Likely noxious weeds involvement under Executive Order 13112. Potential Title VI/Environmental Justice concerns noted for Elderly, and Female Head of Household groups. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Grand Avenue is adjacent to the site, with Loop 101 over 6 miles east.	-
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for Grand Avenue or Loop 101.	-
<b>Cost</b> – \$3,278,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – – County, Surprise, El Mirage, Peoria, Youngtown	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Moderate demand due to location further west	0

# Sante Fe Drive & Dysart Road

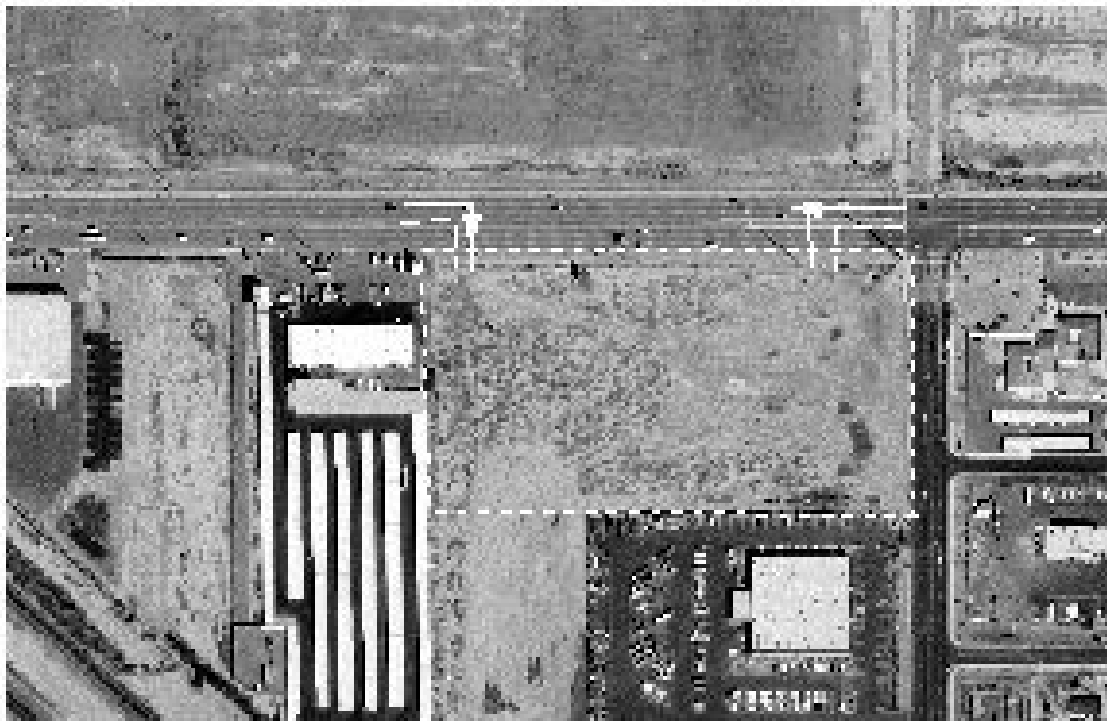


**Figure 105: Site 31.3 – SE Portion of SW Corner of Santa Fe Dr./Cottonwood and Dysart Rd. along Grand Ave.**

**Table 105. Site 31.3 (SE Portion of SW Corner of Santa Fe Drive/Cottonwood and Dysart Road along Grand Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and potential for expansion</b> – 1.24 Acres. No potential for expansion (limited only by single access point).	-
<b>Land Use Compatibility/Regulatory Issues</b> – Surprise; zoned (I-1) industrial. Site is currently undeveloped and adjacent to industrial land with railroad bed is located south of the site.	+
<b>Opportunities for joint use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequencies)	0
<b>Visibility of lot from Road</b> – Partially visible from Grand Avenue; railroad embankment blocks view.	-
<b>Security</b> – Visibility fair, no adjacent uses except railroad. Industrial across the street.	0
<b>Vehicular Access</b> – Potential access to the site from Dysart north of the railroad to Cottonwood Street would eliminate crossing the railroad track.	0
<b>Non-motorized access</b> – No walkways on site, crossing street necessary to get to neighborhoods.	0
<b>Potential design constraints</b> – Stay out of the railroad right-of-way.	0
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with adjacent light industrial. Potential noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> –Grand Avenue within ¼ mile of the site, but Loop 101 is 5 miles east.	-
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes scheduled for Grand Avenue or Loop 101.	-
<b>Cost</b> – \$874,000 capital cost for a 75 stall site	-
<b>Cost-effectiveness</b>	0
<b>Jurisdictional Support</b> – County, Surprise, El Mirage, Peoria, Youngtown	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential – serves both Grand and Bell	+

# Bell Road & Dysart Road



**Figure 106: Site 31.4 – SW Corner of Bell and Dysart Roads along Grand Avenue**

**Table 106 Site 31.4 (SW Corner of Bell and Dysart Roads along Grand Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 9.25 Acres. Potential for expansion on-site only.	0
<b>Land Use Compatibility/Regulatory Issues</b> – Surprise; zoned (IND) Industrial. Site is adjacent to the Motor Vehicle Department and APS Utilities.	+
<b>Opportunities for Joint Use</b> – None	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Good visibility from Dysart and Bell Roads, no visibility from Grand Avenue	0
<b>Security</b> – Good visibility, adjacent uses with extended hours (county sheriff's office is across Dysart).	+
<b>Vehicular Access</b> – Access to the site would be from Bell Road or Dysart Road.	+
<b>Non-motorized Access</b> – No walks on site.	0
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Air and noise analysis will be necessary during subsequent project phases. Potential hazardous materials concerns associated with adjacent light industrial. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Grand Avenue is adjacent to the site, though Loop 101 is 5 miles east.	-
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Grand Avenue or Loop 101.	-
<b>Cost</b> – \$3,543,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – County, Surprise, El Mirage, Peoria, Youngtown	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest potential – serves both Grand and Bell	+

# Dysart Road & Grand Avenue

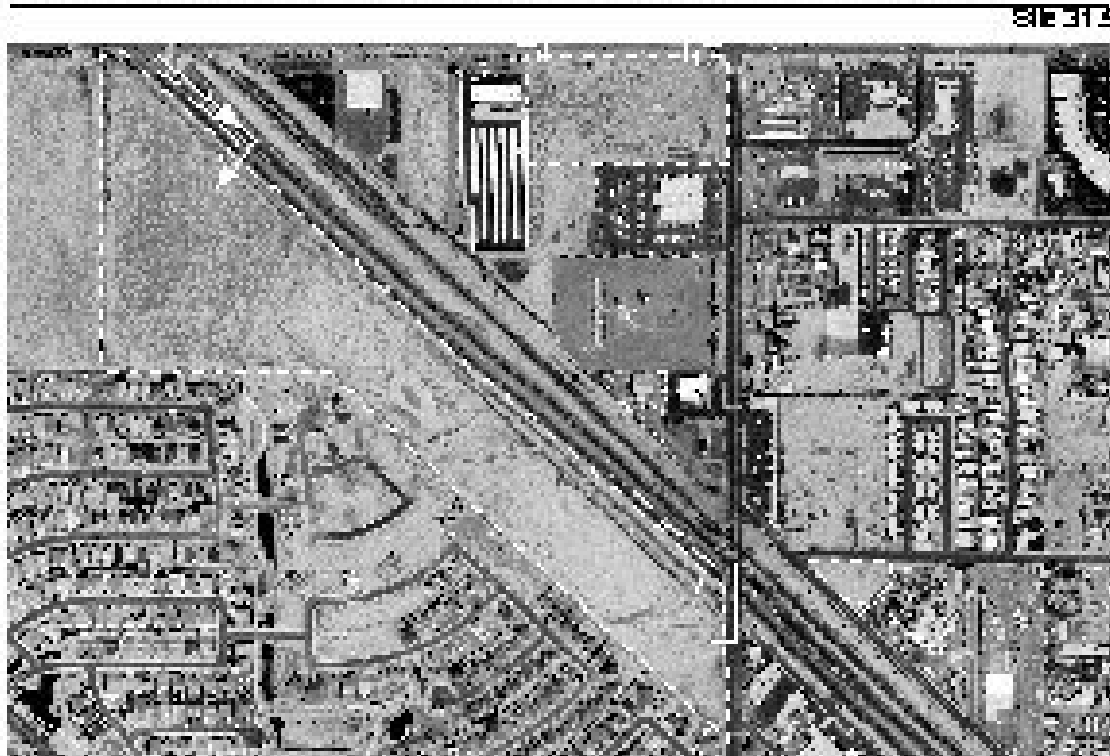


Figure 107. Site 31.5 – SW Corner of Dysart Road and Grand Avenue

**Table 107. Site 31.5 (SW Corner of Dysart Road and Grand Avenue)**

<b>Criteria</b>	<b>Rating</b>
<b>Available Land/Capacity and Potential for Expansion</b> – 25.12 Acres. Potential for expansion to adjacent lands.	+
<b>Land Use Compatibility/Regulatory Issues</b> – Surprise; zoned (C-2) Community Commercial. Site is surrounded by residential along the southern edge.	+
<b>Opportunities for Joint Use</b> – None.	0
<b>Availability of Express Bus Service</b> – Route 598 express service from Grand Avenue to downtown Phoenix via Loop 101 and I-10 (3 hours AM and PM; 30 minute frequencies)	0
<b>Visibility of Lot from Road</b> – Visible from Dysart Road and Grand Avenue	+
<b>Security</b> – Fair visibility, adjacent land uses screen by block wall on one side only. Across Grand are industrial uses.	+
<b>Vehicular Access</b> – Access to the site for buses and cars would be off of Grand Avenue or Dysart Road.	+
<b>Non-motorized Access</b> – No sidewalks on site.	0
<b>Potential Design Constraints</b> – None at this time.	+
<b>Environmental Considerations</b> – Site is within designated CO, Ozone, and PM10 non-attainment area for air quality. Surrounding residences qualify as noise receptors. Air and noise analysis will be necessary during subsequent project phases. Likely noxious weeds involvement under Executive Order 13112. No Title VI/Environmental Justice concerns noted. Potential cultural resources will need to be addressed. No Corps of Engineers Jurisdictional Waters, or any special aquatic sites (wetlands) were noted.	0
<b>Freeway Proximity</b> – Grand Avenue is adjacent to the site, though Loop 101 is 5 miles east.	-
<b>Location Relative to Congestion</b> – Site is beyond congestion on US 60	+
<b>Access to HOV Lanes and Ramps</b> – No HOV lanes are scheduled for Grand Avenue or Loop 101.	-
<b>Cost</b> – \$3,543,000 capital cost for a 250-stall site.	+
<b>Cost-effectiveness</b>	+
<b>Jurisdictional Support</b> – County, Surprise, El Mirage, Peoria, Youngtown	0
<b>Community Issues</b> – None known at this time.	+
<b>Demand</b> – Highest demand – serves both Grand and Bell	+

